



# ARMY AND NAVY JOURNAL.

GAZETTE OF THE  
REGULAR  
AND VOLUNTEER  
FORCES.

VOLUME IX.—NUMBER 42.  
WHOLE NUMBER 458.

NEW YORK, SATURDAY, JUNE 1, 1872.

SIX DOLLARS PER YEAR.  
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## MITRAILLEURS FOR SMALL STATIONS.

OUR military position in India, observes the new *Bombay daily* (*the Indian Statesman*) is one of the most delicate and one of the most important questions of our time. "The propriety of taking measures by which certain of the points now held by European garrisons in the country may be rendered safe against tumults, when the garrisons shall have been withdrawn, is very generally recognized. It is well known that there are large towns all over the country where periodical riots take place, at such times as the Mohurrum, for example. We do not mean to say that it would be desirable on this account to refrain from carrying out the policy of massing the troops in the hills; or that once the railway system is complete, it would be by any means expedient to keep the army in the plains merely as a civil force to keep the ordinary peace. But this we do say, that means ought to be adopted by which the lives, and as far as possible the property, of Europeans might be rendered safe against sudden tumult. Volunteer corps, we are glad to see, appear to be forming themselves wherever there is a sufficient number of English residents, but there are many places where Englishmen are too few to organize any corps that could effectually resist a rising of the populace, and in such places it appears to us that besides disarming the masses, some kind of refuge ought to be provided for the Europeans. A mitraileur behind a breastwork would enable half a dozen men to keep at bay as many thousands, while the weapon would be simply useless to budmashes, even if by any chance they got possession of it."

There can be no question that during the Indian mutiny the British officers who were surrounded by the ravening horde of mutinous Sepoys, would have found themselves in a much more comfortable situation if they could have had control of a few Gatling guns with an abundant supply of ammunition. The reports from India indicate that there is much uneasiness manifesting itself among the native population, and the British officers are finding occasion for increased watchfulness and preparation. It is this, no doubt, that explains the movement for the introduction of the mitraileur into India. Here is a new field for our Yankee inventors, for it is no longer a question what mitraileur would be called for. The English have taken hold of the invention of Dr. Gatling even more enthusiastically than we have in this country. The report made in October, 1870, by the special committee, of which Colonel E. Wray, C. B., R. A., was president, determined its value in the judgment of the British military authorities, not only as to the system, but as to the superiority of Dr. Gatling's invention over all other representatives of the system of which it was the original type. In the course of their report the committee say:

"5. Up to a very recent period the opinions of the majority of the great military powers were decidedly adverse to the introduction of these weapons for service in the field, and the early experiments carried on in this country appeared also to justify their condemnation.

"6. The Prussians, who within the last eighteen months had instituted a searching inquiry into the merits of these machine-guns, came to the conclusion that the very narrow sphere within which their effect was restricted did not at all compensate for the personnel and material required in serving them.

"7. The French, however, appear to have taken a different view, and have adopted the mitraileurs in comparatively large numbers.

"8. Judging from the accounts received from time to time through the public press of the effects produced by mitraileur fire during the present war, the committee are disposed to think that practical experience has led the Prussians to attach more importance to the value of these machine-guns.

"This question might be readily set at rest by reference to Colonel Walker, military *attaché* at Berlin; but the committee are the more disposed to adopt their view of the case from the circumstance that three great mili-

tary nations, namely, Russia, Austria, and Turkey, have apparently been induced by the experience of the present war to recognize the value of these weapons by giving large orders for immediate supply.

"9. Of the two systems of machine-guns which have been under consideration of the committee, the Gatling has been proved to be far superior, and the committee can only account for the preference expressed by Major Fosberry for the 'Montigny,' in his report of the 2d September, 1868, by the supposition that he had not personally a trial of the Gatling in its present perfected condition.

"At any rate, he could not have seen the gun worked with the 'feed-drum,' which is one of the most recent improvements; the original mode of feed, to which Major Fosberry probably refers, was undoubtedly most defective.

"The particular points for which the committee claim the superiority of the Gatling gun over the Montigny are as follows:

"1st. Greater destructive effect, owing to the rapidity with which it can be fired.

"2d. Greater command of range; the Montigny system being necessarily restricted to small calibres, whereas the Gatling is equally adapted to large as to small calibres.

"3d. The Gatling gun, so far as the experience of the committee goes, is capable of being worked by fewer men than the Montigny.

"4th. Greater strength and simplicity of mechanism.

"5th. Greater facility of repair, the locks of the Gatling being removable, and easily replaced in a few minutes, if out of order or otherwise injured; whereas with the Montigny mechanism, a similar accident renders the gun for the time unserviceable.

"6th. The greater demoralizing effect produced by the continuity of fire of the Gatling as compared with that of the Montigny.

"7th. The 'drum' arrangement affords a better means of carrying the ammunition uninjured than the plan proposed by Major Fosberry for the Montigny.

"The results of the recent inquiry have fully satisfied the committee of the expediency of introducing a certain proportion of these machine-guns to act as auxiliaries to the other arms of the service, and, of the several designs which have been submitted for their consideration, including those that have been under trial, they are persuaded that the Gatling gun is the best adapted to meet all military requirements.

"To assist in defending such positions as villages, field intrenchments, etc., the committee feel satisfied that the small Gatling would be invaluable.

"For the defence of *caponnieres*, for covering the approach to bridges or *têtes-de-pont*, for defending a breach, and for employment in advanced trenches or in field-works, where economy of space is of the utmost importance, the same sized Gatling would unquestionably be a most effective weapon.

"For naval purposes, the small Gatling would apparently be well adapted for use in the tops of vessels of war, to clear the enemy's decks, or open ports; while for gunboats that carry only one heavy gun, and for boat operations, the medium-sized Gatling would be most effective in covering the landing of troops, or for service up close rivers."

The committee confine their recommendation of the Gatling to its use for short ranges in an open country. "The opinions of English officers," says Captain Michaelis, in his "Field Artillery," whose field of operations certainly presents as variable features in climate and topography as our own, as to the frequent occurrence of these short ranges seem to be expressed by their professor of artillery at the Royal Military College, as follows: "The advantages field artillery possesses over other arms consists in the *longer ranges and greater power* of its projectiles; its chief functions should therefore be *distant combat*, in which it can produce most destructive effects without the probability of being disabled by losses in men and horses. Although in some cases very formidable at short ranges, it is little suited to close combat on account of the exceedingly rapid and accurate fire of breech-loading small arms, and of machine-guns, such as the Gatling battery or mitraileur. When practicable, the longest *effective* ranges should be chosen, so as not to expose the men and horses to the deadly fire of the breech-loading small arms and machine-guns, which should render ranges under 1,000 yards very dangerous to artillery. In the Crimean war, the Russian artillery suffered severely from the fire of our rifled small arms (Enfield) both at Alma and Inkerman."

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VOLUME IX.—NUMBER 42.  
WHOLE NUMBER 458.

NEW YORK, SATURDAY, JUNE 1, 1872.

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(JUNE, 1872.)

Regt. ment.	Headquarters.	A	B	C	D	E	F	G	H	I	K
Eng. Bal. Cav. 1st	Willett's Pt, NYH	Willett's Pt, NYH	Willett's Pt, NYH	Willett's Pt, NYH	Willett's Pt, NYH	West Point, N Y	.....	.....	.....	.....	.....
Benicia B'cks, Cal	Fort Whipple, AT	Ft Whipple, A.T.	Ordered to Fort Lapwai, I T	Ft Lapwai, I T	Ft Lapwai, I T	Camp Warner, Or	Camp Bidwell, Cal	Camp Harney, Or	Cp McDowell, A T	Cp McDowell, A T	Camp Halleck, Nev
Omaha, Neb	Ft Frd Steele, WT	C Stanabaugh, WT	Ft M'Pherson, Neb	Camp Douglas, UT	Ft M'Pherson, Neb	Fort Laramie, WT	Fort Ellis, M T	Fort Ellis, M T	Med'n Bow Sta'n	North Platte, Neb	.....
Fort McPherson, Neb.	Neb.	Sidney Barracks, Fort McPherson, Neb.	Ft D. A. Russell, W. T.	Ft D. A. Russell, W. T.	Ft D. A. Russell, W. T.	Fort Sanders, Neb.	Ft D. A. Russell, W. T.	Fort Laramie, W T			
Ft Richardson, Ts	Ft Richardson, Ts	Ft Richardson, Ts	Ft Richardson, Ts	Ft Richardson, Ts	Ft Richardson, Ts	Ft Concho, Tex.	Ft Griffin, Tex.	Ft Concho, Tex.	Ft Griffin, Tex.	Ft Richardson, T	Ft Richardson, T
Cp McDowell, AT	Cp McDowell, AT	Cp McDowell, AT	Cp McDowell, AT	Cp McDowell, AT	Cp McDowell, AT	Cp Bowie, A. T.	Tucson, A. T.	Cp McDowell, AT	Cp Grant, A. T.	Cp Huafai, AT	Cp Huafai, AT
Fort Hays, Kas	Fort Hays, Kas	Fort Hays, Kas	Fort Hays, Kas	Fort Hays, Kas	Fort Hays, Kas	Ft Barker, Kas	Ft Scott, Kas	Ft Dodge, Kas	Fort Riley, Kas.	Oxford, Miss.	Meridian, Miss
Louisville, Ky	Elizabethon, Ky	Spartanburg, SC	Lincolnton, NC	Opelika, Ala	Unionville, S C	Louisville, Ky.	Unionville, S C	Spartaburg, SC	Nashville, Tenn.	Shelbyville, Ky.	Yorkville, S C
Fort Union, N M	Fort Bayard, N M	Ft Union, N M	Ft Selden, N M	Ft Stanton, N M	Ft Wingate, N M	Ft Garland, C T	Ft Seiden, N M	Ft Tulerosa, N M	Ft Tulerosa, N M	Ft Tulerosa, N M	Ft Wingate, N M
Ft Clark, Tex	Ft Clark, Tex	Ft Clark, Tex	Ft Clark, Tex	Ft Clark, Tex	Ft Clark, Tex	Ft McKavett, Tex	Ft Clark, Tex	Ft Stockton, N M	Ft Stockton, N M	Ft Stockton, Tex	Ft Stockton, Tex
Fort Gibson, I T	Fort Gibson, I T	Fort Gibson, I T	Camp Supply, I T	Fort Sill, I T	Camp Supply, I T	Fort Sill, I T	Fort Sill, I T	Fort Sill, I T	Fort Sill, I T	Fort Sill, I T	Fort Gibson, I T
Art.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st	Fort Hamilton, N Y H	Ft Ontario, N Y H	Fort Hamilton, N Y H	Fort Hamilton, N Y H	Madison Bks, NY	Ft Monroe, Va	Fort Hamilton, N Y H	Fort Hamilton, N Y H			
2d	Presidio, S Fr, Cal	Alcatraz Isl, Cal	Point San Jose	Pt Cape Disap'tm't	Presidio, Cal	Presidio, Cal	Presidio, Cal	Presidio, Cal	Presidio, Cal	Presidio, Cal	Presidio, Cal
3d	Charleston, S C	Key West, Fla	Charleston, S C	Pt Pulaski, Ga	Ft Jefferson, Fla	Ft Pulaski, Ga	Ft Pulaski, Ga	Ft Pulaski, Ga	Ft Pulaski, Ga	Ft Pulaski, Ga	Ft Pulaski, Ga
4th	Ft McHenry, Md	Charlotte, N C	Rutherford'sn, NC	Ft McHenry, Md	Ft Foote, Md	Ft Foote, Md	Ft Foote, Md	Ft Foote, Md	Ft Foote, Md	Ft Foote, Md	Ft Foote, Md
5th	Ft Adams, R I	Fort Adams, R I	Ft Monroe, Va	Ft Warren, Mass	Ft Independence, Mass	Ft Adams, R I	Ft Adams, R I	Ft Adams, R I	Ft Adams, R I	Ft Adams, R I	Ft Adams, R I
Inf.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st	Ft Wayne, Mich	Fort Brady, Mich	Ft Porter, N Y	Ft Wayne, Mich	Ft Mackinac, Mich	Ft Portor, N Y	Ft Portor, N Y	Ft Portor, N Y	Ft Portor, N Y	Ft Portor, N Y	Ft Portor, N Y
2d	Mobile, Ala	Atlanta, Ga	Huntsville, Ala.	Spartanburg, SC	St Augustine, Fla	St Augustine, Fla	St Augustine, Fla	St Augustine, Fla	St Augustine, Fla	St Augustine, Fla	St Augustine, Fla
3d	Fort Hays, Kas	Fort Dodge, Kas.	Camp Supply, I T	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas	Ft Hayes, Kas
4th	Frankfort, Ky	Lexington, Ky	Crab Orchard, Ky	Frankfort, Ky	Mt Sterling, Ky	Elizabethtwn, Ky	Paducah, Ky	Paducah, Ky	Paducah, Ky	Paducah, Ky	Paducah, Ky
5th	Ft Leavenworth, Kas	Ft Leavenworth, Kas	Ft Scott, Kas	Ft Scott, Kas	Ft Larned, Kas	Ft Larned, Kas	Ft Larned, Kas	Ft Larned, Kas	Ft Larned, Kas	Ft Larned, Kas	Ft Larned, Kas
6th	Ft Buford, D. T.	Ft Buford, D. T.	Mo. cro'sg UPRR	Mo. cro'sg UPRR	Ft Buford, D. T.	Ft Buford, D. T.	Ft Buford, D. T.	Ft Buford, D. T.	Ft Buford, D. T.	Ft Buford, D. T.	Ft Buford, D. T.
7th	Ft Shaw, M T	Ft Shaw, M T	Ft Bentou, M T	Ft Bentou, M T	Ft Shaw, M T	Ft Shaw, M T	Ft Shaw, M T	Ft Shaw, M T	Ft Shaw, M T	Ft Shaw, M T	Ft Shaw, M T
8th	Ft David's Isl, NYH	Ft David's Isl, NYH	Ft David's Isl, NYH	Ft David's Isl, NYH	Ft Beaver City, U. T.	Ft Beaver City, U. T.	Ft Beaver City, U. T.	Ft Beaver City, U. T.	Ft Beaver City, U. T.	Ft Beaver City, U. T.	Ft Beaver City, U. T.
9th	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT	Ft D'A Russell, WT
10th	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex	Ft Brown, Tex
11th	Ft Griffin, Tex	Ft Griffin, Tex	Ft Griffin, Tex	Ft Griffin, Tex	Ft Richardson, Tex	Ft Richardson, Tex	Ft Griffin, Tex	Ft Griffin, Tex	Ft Griffin, Tex	Ft Griffin, Tex	Ft Griffin, Tex
12th	Angel Island, Cal	Camp Wright, Tex	Camp Indep-	Camp Indep-	Ft Yuma, Cal	Camp Gaston, Cal	Beale's Springs, AT	Camp Mojave, AT	Ordered to Co Mo-	Dermit, Nev.	Camp Gaston, Cal
13th	Ft Frd Steele, WT	Camp Brown, WT	Cmp Douglas, UT	Cmp Douglas, UT	Cmp Douglas, UT	Cmp Douglas, UT	Cp Douglas, U T	Cp Douglas, W T	Cp Douglas, W T	Cmp Douglas, UT	Cmp Douglas, UT
14th	Ft Laramie, W T	Ft Laramie, W T	Ft Laramie, W T	Ft Laramie, W T	Ft Fetterman, W T	Ft Fetterman, W T	Ft Fetterman, W T	Ft Fetterman, W T	Ft Fetterman, W T	Ft Laramie, W T	Ft Laramie, W T
15th	Ft Santa Fe, N M	Ft Wingate, N M	Ft McRae, N M	Ft Union, N M	Ft Garland, C T	Ft Cummings, N M	Ft Bayard, N M	Ft Bayard, N M	Ft Bayard, N M	Ft Stanton, N M	Ft Stanton, N M
16th	Nashville, Tenn	Louisville, Ky	Jackson, Miss	Aberdeen, Miss	Humboldt, Tenn	Louisville, Ky	Nashville, Tenn	Nashville, Tenn	Nashville, Tenn	Meridian, Miss	Meridian, Miss
17th	Ft Rice, D T	G'd River Agency, D T	Cheyenne Agency, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T	Ft Rice, D T
18th	Columbi, S C	Atlanta, Ga	Columbia, S C	Columbia, S C	Atlanta, Ga	Sumter, S C	Columbia, S C	Columbia, S C	Chester, S C	Columbia, S C	Newberry, N C
19th	Baton Rouge, La	Baton Rouge, La	Jackson B'cks, La	Jackson B'cks, La	Holly Springs, Mis	Jackson B'cks, La	Baton Rouge, La	Baton Rouge, La	Baton Rouge, La	Baton Rouge, La	Baton Rouge, La
20th	Ft Snelling, Minn	Fort Totten, D T	James River, U P	James River, U P	Ft Snelling, Minn	Ft Snelling, Minn	Ft Snelling, Minn	Ft Snelling, Minn	Ft Snelling, Minn	Ft Snelling, Minn	Ft Snelling, Minn
21st	En-route to Camp	Harney, Or.	En route	En route	Ft Colville, W T	En route	Ft Randall, D T	En route	Ft Randall, D T	En route	Ft Boile, I. T.
22d	Fort Sully, D T	Fort Sully, D T	Ft Randall, D T	Ft Randall, D T	Ft Sully, D T	Ft Sully, D T	Ft Sully, D T	Ft Sully, D T	Ft Sully, D T	Ft Sully, D T	Ft Sully, D T
23d	Fort Whipple, AT	Benicia Brks, Cal	Cp Date Creek, AT	Cp Date Creek, AT	Cp Crittenton, AT	Camp Lowell, AT	Ft Bowie, A. T.	Camp Huapla, AT	Camp Grant W. T	Camp Verde, A. T	Ft Whipple, A. T
24th	Ft McKavett, Tex	Ft McKavett, Tex	Ft Clark, Tex	Ft Clark, Tex	Ft McKavett, Tex	Ft McKavett, Tex	Ft Duncan, Tex	Ft Duncan, Tex	Ft Duncan, Tex	Ft McKavett, Tex	Ft Duncan, Tex
25th	Fort Davis, Tex	San Antonio, Tex	Fort Bliss, Tex	Fort Clark, Tex	Fort Clark, Tex	Fort Clark, Tex	Fort Davis, Tex	Fort Davis, Tex	Fort Davis, Tex	Fort Davis, Tex	Fort Stockton, Tex

First Cavalry—Companies L and M, Camp Apache, A T. Second Cavalry—Company L, Fort Ellis, M T; Company M, Omaha, Neb. Third Cavalry—Co. L, Ft. D. A. Russell, W T; Co. M, Fort McPherson, Neb. Fourth Cavalry—Company L, Fort Richardson, Tex; Company M, Fort Brown, Texas. Fifth Cavalry—Companies L and M, Camp Grant, A T. Sixth Cavalry—Company L, Fort Hays, Kas.; Company M, Fort Union, N M; Company N, Fort Union, N M. Ninth Cavalry—Company L, Ft McIntosh, Tex; Company M, Fort McKavett, Tex. Tenth Cavalry—Companies L and M, Fort Sill, I T. First Artillery—Company L, Fort Niagara, N Y; Company M, Plattburg Barracks, N Y. Second Artillery—Company L, Alcatraz Island, Cal; Company M, Fort Macon, N C; Company M, Fort Washington, Md. Fifth Artillery—Company L, Fort Adams, R I; Company M, Fort Preble, Me.

## WAR DEPARTMENT.

W. W. Belknap, Secretary of War.

### ADJUTANT-GENERAL'S OFFICE.

Brigadier-General E. D. Townsend, Adjutant-General.

### WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,

WASHINGTON, May 21, 1872.

#### General Orders No. 27.

The following order, received from the War Department the 10th instant, is published for the information and guidance of the Army:

##### Order in regard to a system of Sword Exercise.

The Board of Officers for the revision of the Army Regulations having examined the system of Sword Exercise prepared by Captain Mathew J. O'Rourke, and recommended its adoption, it is selected for the use and instruction of the officers of the Army of the United States, and will be duly regarded by them.

By order of the Secretary of War.

E. D. TOWNSEND, Adjutant-General.

### WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,

WASHINGTON, May 21, 1872.

#### General Orders No. 28.

The following act of Congress is published for the information and government of all concerned:

AN ACT authorizing the survey and marking of the boundary between the territory of the United States and the possessions of Great Britain, from the Lake of the Woods to the summit of the Rocky Mountains.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States, by and with the advice and consent of the Senate, be, and he is hereby authorized to co-operate with the government of Great Britain in the appointment of a joint commission, in accordance with the plan and estimates of Brigadier-General A. A. Humphreys, Chief of Engineers, submitted November 23, 1870, for determining the boundary line between the United States and British possessions, between the Lake of the Woods and the Rocky Mountains: Provided, however, That engineers in the Regular service of the United States shall be employed exclusively as engineers in the performance of the duties contemplated by this act, without any additional salary, and the Secretary of War is hereby directed to make the necessary details of engineers for that purpose.

SEC. 2. That fifty thousand dollars, or so much thereof as may be required, be, and the same is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to carry into effect the object of said joint commission.

Approved, March 19, 1872.

By order of the Secretary of War.

E. D. TOWNSEND, Adjutant-General.

## WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,

WASHINGTON, May 22, 1872.

#### General Court-martial Orders No. 13.

I. Before a General Court-martial which convened at Fort Hays, Kansas, February 12, 1872, pursuant to Special Orders No. 11, headquarters Department of the Missouri, Fort Leavenworth, Kansas, January 16, 1872, and of which Colonel William B. Hazen, Sixth Infantry, is President, was arraigned and tried Captain Reuben N. Fenton, Sixth Cavalry.

Charge I.—“Making a false return to his superior officer, in violation of the Eighteenth Article of War.”

Charge II.—“Conduct unbecoming an officer and a gentleman.” Charge III.—“Conduct prejudicial to good order and military discipline.” Additional Charge I.—“Violation of the Thirty-second Article of War.” Additional Charge II.—“Conduct unbecoming an officer and a gentleman.”

To which charges and their specification the accused, Captain Reuben N. Fenton, Sixth Cavalry, pleaded “Not guilty.” Finding.—The court, having maturely considered the evidence adduced, finds the accused, Captain Reuben N. Fenton, Sixth Cavalry, as follows: Charge I.—Of the specification, “Guilty.” Of the charge, “Guilty.” Charge II.—Of the specification, “Guilty.” Of the charge, “Guilty.” Charge III.—Of the first specification, “Not guilty.” Of the second specification, “Guilty, excepting the words and figures, viz: ‘For forty-six bushels of potatoes; for seven bushels of onions; for six bushels of tomatoes; for thirty-four heads of cabbage,’ and of the excepted words and figures, Not guilty.” Of the charge, “Guilty.” Additional Charge I.—Of the specification, “Not guilty.” Of the charge, “Not guilty.” Additional Charge II.—Of the first specification, “Guilty.” Of the second specification, “Guilty.” Of the charge, “Guilty.” Sentence.—And the Court does therefore sentence him, Captain Reuben N. Fenton, Sixth Cavalry, “To be cashiered.”

II.—In conformity with the Sixty-fifth of the Rules and Articles of War, the proceedings of the General Court-martial in the foregoing case have been forwarded to the Secretary of War for the action of the President of the United States, and the proceedings, findings and sentence are approved.

III.—Captain Reuben N. Fenton, Sixth Cavalry, ceases to be an officer of the Army from the date of this order.

By order of the Secretary of War.

E. D. TOWNSEND, Adjutant-General.

## ABSTRACT OF SPECIAL ORDERS

Issued from the Adjutant-General's Office for the week ending

May 27, 1872.

Tuesday, May 21.

The leave of absence granted Second Lieutenant W.

A. Dinwiddie, Second Cavalry, in Special Orders No. 22, December 18, 1871, from headquarters Department of the Platte, is hereby extended sixty days.

Leave of absence for thirty days is hereby granted Surgeon Dallas Bache, U. S. Army.

Discharged.—Hospital Steward Charles Forster, U. S. Army, now on duty at headquarters Department of the Missouri.

On the recommendation of the Surgeon-General, the following changes in the stations and duties of officers of the Medical Department are hereby made: Surgeon Josiah Simpson is relieved from duty at Fort McHenry, Maryland, and will relieve Surgeon J. Simons of his duties as attending surgeon and examiner of recruits at Baltimore, Maryland. Upon being relieved by Surgeon Simpson, Surgeon Simons will report in person to the commanding officer Department of the Gulf for duty as medical director of that department.

The following named officers are relieved from their present duties and transferred as follows, and they will report in person to the commanding general of the departments to which they are respectively transferred, for assignment to duty: Surgeon Charles Page, from the Department of the East to the Department of the Platte, to take effect June 20th next. Assistant Surgeon Samuel M. Horton, Assistant Surgeon William E. Whitehead, Assistant Surgeon William F. Buchanan, from the Department of the East to the Department of Texas. Assistant Surgeon Elliott Coues, from the Department of the East to the Department of Dakota. Assistant Surgeon George P. Jaquett, from the Department of the Lakes to the Department of the Platte. Assistant

deputy quartermaster general, for four months; Surgeon Charles C. Gray, U. S. Army, for four months, with permission to go beyond sea.

Leave of absence for four months is hereby granted First Lieutenant Richard Vance, Nineteenth Infantry, to take effect from June 15, 1872.

The leave of absence granted Second Lieutenant L. M. Longshaw, Fourth Infantry, in Special Orders No. 100, May 15, 1872, from headquarters Department of the South, is hereby extended sixty days.

The leave of absence granted Second Lieutenant Charles Braden, Seventh Cavalry, in Special Orders No. 96, May 10, 1872, from headquarters Department of the South, is hereby extended sixty days.

[No Special Orders were issued from the Adjutant-General's Office on Wednesday, the 22d instant.]

*Thursday, May 23.*

The sum of sixty dollars, the amount paid by Captain E. B. Kirk, assistant quartermaster, in January, 1872, as reward for the apprehension and delivery of Private George Bradshaw and Musician William Emig, Company E, Third Infantry, as deserters, will be stopped from the pay of Captain Kirk and turned over to the Quartermaster's Department, it appearing that the action of a General Court-martial in the cases, taken prior to October 5, 1871, resulted in the acquittal of Private Bradshaw and a *nolle prosequi* in the case of Musician Emig. The reward paid for the apprehension and delivery of Private Bradshaw and Musician Emig will not be charged against them on the rolls of their company.

The Quartermaster's Department will furnish Charles Leibler, formerly second class private, Ordnance Detachment, U. S. Army, with transportation from Charleston, South Carolina, to this city, to enable him to enter the Soldiers' Home, the cost of which will be refunded to the Quartermaster's Department by the treasurer of the Soldiers' Home, District of Columbia.

*Discharged.*—Sergeant John C. Fahy, Company G, Sixteenth Infantry.

*Friday, May 24.*

*Discharged.*—Private Thomas Thornton, Battery M, Fourth Artillery; Private Charles F. Johns, Company H, Ninth Infantry; Private Martin K. Nelson, Company M, First Cavalry; Chief Musician Thad. Potter, Twenty-fourth Infantry.

Captain Bird L. Fletcher, U. S. Army (retired), will repair without delay to Philadelphia, Pennsylvania, and report in person to Major General Meade, commanding Military Division of the Atlantic.

*Saturday, May 25.*

The Quartermaster's Department will furnish William J. Wilkinson, formerly sergeant, Company B, Twelfth Infantry, with transportation from Camp Independence, California, to this city, to enable him to enter the Soldiers' Home, the cost of which will be refunded to the Quartermaster's Department by the treasurer of the Soldier's Home, District of Columbia.

*Discharged.*—Private Benjamin F. Collett, Company G, Twentieth Infantry; Privates William A. Lynch and Oliver M. Schae, General Service U. S. Army, now with Signal Service Detachment, U. S. Army, at Fort Whipple, Virginia. These discharges are ordered for special reasons, not connected with their applications for the same, and are not to be taken as precedents for other cases.

The leaves of absence granted the following named officers in Special Orders No. 58, April 16, 1872, from headquarters Department of the Platte, are hereby extended as follows: Captain George W. Dost, Fourteenth Infantry, for five months on Surgeon's Certificate of Disability, with permission to go beyond sea. Captain Arthur MacArthur Jr., Thirteenth Infantry, for sixty days.

The leave of absence granted Assistant Surgeon John H. Bartholomew, U. S. Army, in Special Orders No. 97, May 11, 1872, from headquarters Department of the South, is hereby extended thirty days.

Sergeant Alexander C. McDonald, Company E, and Private Christian Kaltenbacher, Company D, Fourteenth Infantry, having completed the duty assigned them in Special Orders No. 27, May 11, 1872, from headquarters Fort Fetterman, Wyoming Territory, will return without unnecessary delay to their station at Fort Fetterman.

*Monday, May 27.*

The leave of absence granted Second Lieutenant William Gerhard, Ninth Cavalry, in Special Orders No. 31, February 15, 1872, from headquarters Department of Texas, is hereby extended three months.

The leave of absence granted Captain A. S. Burt, Ninth Infantry, in Special Orders No. 42, March 21, 1872, from headquarters Department of the Platte, is hereby extended five months.

*Assigned.*—Private John Jelinek, General Service U. S. Army, to the Fifth Infantry, and will report without delay to the commanding general Military Division of the Missouri for duty.

The superintendent General Recruiting Service will cause to be prepared and forwarded under proper charge from Fort Columbus, New York Harbor, the following detachments of recruits: One hundred to Omaha, Nebraska, where they will be reported, upon arrival, to the commanding general Department of the Platte for assignment to the Ninth Infantry. One hundred to Fort Leavenworth, Kansas, where they will be reported, upon arrival, to the commanding general Department of the Missouri for assignment to the Fifth Infantry.

The Quartermaster's Department will furnish Frank Horning, formerly musician, company A, Seventh Infantry, with transportation from Fort Ellis, Montana Territory, to this city, to enable him to enter the Soldiers' Home, the cost of which will be refunded to the Quartermaster's Department by the treasurer of the Soldiers' Home, District of Columbia.

A General Court-martial is hereby appointed to meet at West Point, New York, on the 30th day of May, 1872, or as soon thereafter as practicable, for the trial of Private Alexander Brown, company E, Battalion of Engineers, and such other prisoners as may be brought before it. Detail for the Court: Captain Jo-

seph S. Conrad, Second Infantry; Captain John Egan, Fourth Artillery; Captain Alfred E. Bates, Second Cavalry; First Lieutenant William F. Reynolds, jr., First Artillery; Second Lieutenant Frederick A. Mahan, Corps of Engineers; Second Lieutenant Albert H. Payson, Corps of Engineers; Second Lieutenant Samuel E. Tillman, Fourth Artillery. Second Lieutenant Frank Heath, Third Artillery, judge-advocate.

On the mutual application of the officers concerned, approved by the regimental commander, the following transfers in the Fourth Artillery are hereby announced: First Lieutenant Edward Field, from Battery D to Battery E. First Lieutenant H. H. C. Dunwoody, from Battery E, to Battery D. The officers thus transferred will join their proper stations at their own expense.

#### CHANGES OF STATIONS.

The following is a list of the changes of stations of troops reported at the War Department since last report:

Company D, Fourth Cavalry, from Fort Griffin, Tex., to Fort Concho, Tex.

Company K, Fifteenth Infantry, from Fort Craig, N. M., to Fort Tularosa, N. M.

Company D, Twenty-fourth Infantry, from McKavett, Tex., to Fort McIntosh, Tex.

Company B, Twenty-fourth Infantry, from Fort Quitman, Tex., to Fort Clark, Tex.

Company F, Twenty-fourth Infantry, from Fort Davis, Tex., to Fort Duncan, Tex.

Company G, Twenty-fourth Infantry, from Fort Stockton, Tex., to Fort Clark, Tex.

#### DEPARTMENT OF THE SOUTH.

*Brigadier-General A. H. Terry, Headquarters, Louisville, Kentucky.*

*Fourth Infantry.*—General Court-martial Orders No. 12, War Department, Adjutant-General's office, Washington, May 17, 1872, announce that before a General Court-martial which convened at Louisville, Ky., March 12, 1872, pursuant to Special Orders No. 37, headquarters Department of the South, Louisville, Ky., February 20, 1872, and of which Lieutenant-Colonel G. A. Custer, Seventh Cavalry, is President, was arraigned and tried First Lieutenant W. H. Campion, Fourth Infantry. Charge I.—"Disobedience of orders, in violation of the Ninth Article of War." Charge II.—"Neglect of duty, in violation of the Ninety-ninth Article of War." Charge III.—"Violation of the Eighteenth Article of War." Charge IV.—"Violation of the Thirty-ninth Article of War." Charge V.—"Conduct unbecoming an officer and gentleman." To which charges and their specifications the accused, First Lieutenant W. H. Campion, Fourth Infantry, pleaded "Not guilty." Finding.—The court, having maturely considered the evidence adduced, finds the accused guilty if the five charged and 34 specifications with three or four exceptions and modifications of the case in the specifications, and the Court does therefore sentence him, "To be cashiered, and to be imprisoned in such penitentiary as the reviewing authority may direct for the period of one year; the crime, his name, place of abode, and punishment to be published in the newspapers in and about the camp, and of the particular State from which he came or where he usually resides."

In conformity with the sixty-fifth of the Rules and Articles of War, the proceedings of the General Court-martial in the foregoing case have been forwarded to the Secretary of War for the action of the President of the United States. The proceedings and findings are approved, except the proceedings and findings under the third charge, which are disapproved. The specifications under this charge do not set forth an offence under the Eighteenth Article of War. This article defines the offence of an officer who shall "make a false return of the state of the regiment, troops, command, or garrison under his command, or the stores, etc., thereto belonging;" but accused exercised none of these commands, and hence his offence is not cognizable under this article. The sentence is approved. The President is pleased to remit all of the sentence except so much thereof as sentences the prisoner to be cashiered, which part of the sentence will be duly executed. First Lieutenant W. H. Campion, Fourth Infantry, ceases to be an officer of the Army from the date of this order.

#### DEPARTMENT OF THE GULF.

*Colonel W. H. Emory: Headquarters, New Orleans, La.*

*Baton Rouge, La.*—The General Court-martial which convened at Baton Rouge, La., in accordance with S. O. No. 35, headquarters Department of the Gulf, New Orleans, La., March 7, 1872, and of which Major Henry A. Hambrick, Nineteenth Infantry, is president, was dissolved May 8.

A. A. Surgeon A. DeLoffre, U. S. Army, May 17 was ordered to Jackson, Miss., reporting for temporary duty to the commanding officer of that post, relieving Assistant Surgeon Richard Powell, U. S. Army, who, upon being relieved was ordered to Jackson Barracks, La., reporting to the commanding officer for duty.

#### MILITARY DIVISION OF THE MISSOURI.

*Lieutenant-General P. H. Sheridan: Chicago, Ill.*

General Sheridan forwards to the War Department official reports dated Fort Stevenson, April 19, saying that from information derived from "Lone Feather," "Sharp Horn," and other chiefs and warriors of the Ariakari tribe, with whom the Indians hostile to the whites are on terms of intimacy, it is learned that there are now collected at a point lying southwest of Fort Berthold, and distant from that point about 120 miles, about 2,000 hostile Indians, composed chiefly of members of the Uncopapas, Winneconjous, Ogallalas, Sausraca, Brules, Blackfeet, and Cabheads, who have declared their intention to oppose the progress of work on the Northern Pacific railroad this summer. They have torn up the stakes planted by the surveying party, which marked the route of the road in the Powder river country. The above-mentioned tribes have been engaged in war during the past with the Crows and Nezperces, in which the former lost a great number of horses. This has rendered them desperate, and they have expressed their determination to obtain horses to replace those so lost, and to this end

from about the 1st of May small parties will be detached from the main body to endeavor to capture horses and other property from Forts Buford, Stevenson, Rice and Totten, and from the settlers and others in the neighborhood of Apple Creek. When the railroad company shall have pushed their work to the west side of the Missouri, these Indians contemplate a concentration of their forces for a general hostile movement en masse against the companies. They number among their leaders the following well-known hostile Indian chiefs: Setting Bull, Black Moon, Iron Dog, Iron Horn, Four Horns, and Long Dog. These Indians are all well armed and equipped.

#### DEPARTMENT OF DAKOTA.

*Major-General W. S. Hancock: Headquarters, St. Paul, Minn.*

Surgeon John F. Head, U. S. Army, medical director of the department, was ordered May 16 to proceed without unnecessary delay, via the Union Pacific railroad, to Montana, and make a thorough inspection of all the posts in that territory, with reference to their sanitary condition, and the efficiency of the hospital department. He will act as special inspector of such hospital property as may be presented for inspection. After completing this duty, should the Missouri river be navigable, he will proceed from Fort Benton, down that river, inspecting in like manner all the posts and stations, to include Fort Randall, whence he will return to these headquarters and render a full report of his inspections. During the absence of Surgeon Head, Surgeon A. Heger, U. S. Army, will, in addition to his present duties, perform the duties of medical director of the department. Upon adjournment of the General Court-martial appointed for his trial, Captain Henry Inman, assistant quartermaster U. S. Army, will return to his proper station, Fort Abercrombie, D. T., and await orders.

Leave of absence for twenty days has granted Assistant Surgeon W. D. Wolverton, U. S. Army, May 19, the leave to take effect after the completion of the duty for which he was detailed by paragraph 2, Special Orders No. 81, current series, from department headquarters.

*Twenty-second Infantry.*—Telegraphic instructions of May 9 directs Colonel D. S. Stanley to report in person to the department commander for consultation, after completion of the duties for which he was detailed by paragraph 1, S. O. No. 43, c. s., headquarters Military Division of the Missouri. After completing the duty for which his presence is required at department headquarters, Colonel Stanley will rejoin his proper station.

The following-named witnesses for the prosecution in the case of the United States vs. Second Lieutenant T. P. O'Reilly, Twenty-second Infantry, May 18 were ordered to report in person at Fort Randall, D. T., to Major G. N. Lieber, judge-advocate U. S. Army, judge-advocate of the General Court-martial appointed by S. O. No. 88, c. s., from department headquarters, on Monday, June 10, 1872, at ten o'clock A. M., or as soon thereafter as practicable, viz.: Lieutenant-Colonel E. S. Otis, Captain C. A. Webb, Captain De W. C. Poole, First Lieutenant M. E. Hogan, First Lieutenant N. D. Badger, Second Lieutenant W. J. Campbell, Twenty-second Infantry; Acting Assistant Surgeon G. E. Lord, U. S. Army; First Sergeant August Seibrecht, Sergeants C. Heins, S. Denny, and Michael London, Corporals F. Miller and E. L. Whiting, Wagoner George Kelly, and Private M. E. Davis, Company D, Twenty-second Infantry, and subsistence clerk at Whetstone Agency, Dakota Territory.

In accordance with telegraphic instructions from headquarters Military Division of the Missouri, of May 17, Surgeon J. F. Head, U. S. Army, medical director of the Department, was ordered to Chicago, Ill., in compliance with S. O. No. 91, c. s., from department headquarters.

*Fort Randall, D. T.*—Upon the recommendation of the medical director of the department, A. A. Surgeon J. F. Boughter, U. S. Army, May 18 was relieved from duty at Fort Randall, D. T., and ordered to report to the commanding officer of the new post to be established at the Northern Pacific railroad crossing of the Missouri river, for duty.

Telegraphic instructions from department headquarters of May 17 directed A. A. Surgeon A. I. Comfort, U. S. Army, to report to the commanding officer Cheyenne Agency, D. T., for temporary duty, and directs the commanding officer of Cheyenne Agency, D. T., to annul the contract of A. A. Surgeon C. E. McCheesney, U. S. Army, upon arrival of A. A. Surgeon Comfort.

*Fort Abercrombie, D. T.*—Before the departure of the garrison at Fort Abercrombie, D. T., as directed in S. O. No. 80, c. s., from department headquarters, the commanding officer will cause the general prisoners now in confinement at that post, undergoing sentence of General Court-martial, and such others undergoing trial or awaiting sentence as in the judgment of the commanding officer may seem best to be sent under proper guard to Fort Snelling, Minn., at which post the unexecuted portion of their sentences will be carried into execution.

*Seventeenth Infantry.*—First Lieutenant C. S. Roberts, having reported at department headquarters at the expiration of his leave of absence, was ordered to rejoin his proper station, Fort Stevenson, D. T.

*Seventh Infantry.*—From Fort Benton, Montana, May 14, 1872, a correspondent writes: "Sir: In pursuance to orders, Company B, Seventh Infantry, left Fort Shaw on Thursday morning, April 25, arriving at Fort Benton the Saturday following. Going into tents there, we staid until all Government property was turned over to the proper officers, and then we occupied the quarters vacated by Company E, Seventh Infantry. The present occupants of Fort Benton are not so well pleased with the quarters, and if you will grant us a small trespass on the columns of the JOURNAL, a brief description of the place may not come amiss. Fort Benton was originally built by the American Fur Company, in 1846, and was intended for an Indian trading post. It was sold in 1864 to the Northwest Fur Company, and in October, 1869, was occupied by Company B, Thirteenth U. S. Infantry. The place is the highest point navigable on the Missouri

river for large boats, and is situated in latitude 48 deg. north, longitude 110 deg. 40 min. west, and about 5,000 miles from the Gulf of Mexico. The Missouri furnishes the supply of water for the garrison, and in winter time game is found in abundance. The fort is built of adobe brick, having a quadrangle shape, and at the present time it presents a rather uninviting aspect. The commissary building is all bulged in the middle, rendering it necessary for braces to be put up in order to keep the building from falling. The soldiers' quarters are two stories high, and probably are the strongest buildings of the lot, being divided off into two squad rooms, and with the present strength of the company there is plenty of room. Captain T. S. Kirtland commands the post, with First Lieutenant James H. Bradley as acting commissary of subsistence and acting quartermaster. Many rumors have come to our ears since our arrival here of Indian depredations. It is only a few days ago since we heard of the massacre of the Deputy U. S. Marshal, Charles Hurd, and several other citizens, by the Indians on the Missouri river."

*Sixth Infantry.*—Telegraphic instructions from department headquarters of May 9 directed the commanding officer Sixth Infantry to order Second Lieutenant Nelson Bronson, to remain at Fort Hays, Kansas, until further orders relative to him are issued from department headquarters.

Telegraphic instructions from department headquarters of May 21 directed A. A. Surgeon J. F. Boughter, U. S. Army, to proceed with a command of the Sixth Infantry to Fort Rice, D. T., if upon its arrival at Fort Randall no medical officer accompanies the command, and directed A. A. Surgeon B. F. Slaughter, U. S. Army, to accompany it from that post to Fort Buford, D. T.

Thirty days leave of absence May 18 was granted First Lieutenant John Carland, with permission to apply to headquarters Military Division of the Missouri, for an extension of sixty days. This leave to take effect on arrival of his company at Sioux City, Iowa, provided he shall previously have been discharged from attendance as a witness before the United States District Court for the Western District of Arkansas, for which he was summoned to appear May 14.

Brevet Major-General W. B. Hazen, colonel of the Sixth Infantry, has addressed the following letter to the New York Tribune:

SIR: I have this morning read the sickening details of the massacre of a whole train-party of some 16 persons by Indians at Howard's Wells, in Texas. The worst feature of this account is the mistake in attempting to charge it to Indians from Mexico, and to Mexicans and negroes, thus excusing ourselves from the performance of a duty which we have long evaded.

I served two years along the line of Forts Inge, Clark Stockton, and Howard's Wells, before the war, and know, perfectly the habits of the Indians, who have always made the Wells a point for attack; and I had, after the war, for one year, charge of the Indians who make these raids. Moreover, for the past month I have suffered excruciating torture and partial paralysis from a ball received 13 years ago, near Howard's Wells, from a party of these same Indians. They are probably no other than a band of Comanches who inhabit the borders of the Staked Plains, and are associated with the Kiowas and Comanches of the Fort Sill Reservation, the latter furnishing recruits for expeditions into Texas and Mexico which are constantly made, even the persons who go being known by name.

These Indians have a great many Mexican prisoners, some of negro blood, captured in childhood, for by no other means are these people ever associated with Indians on their raids; and yet, in five successful encounters with them in that vicinity, there was always someone present who told the same story of Mexicans and negroes. There is not a full moon but some expedition leaves their Reservation direct, for murder and massacre in Texas. I reported not less than twenty to the Government when I had civil control of these people in 1868-'9; yet no action was taken, and Texas has been refused by Congress an investigation into these facts. I have listened for hours, when I had no military power there, to Satanta and Satank recounting dozens of such scenes as General Merritt relates. So little importance was given these matters at the Reservation and by the Government that Satanta boasted, as a meritorious act, of his leading the attack at the massacre of the Government-train party near Fort Griffin last spring, never dreaming but that General Sherman would pass it over, and give him extra rations for a promise to be good, as had been done dozens of times before, and in all probability would have been done then only for the presence of General Sherman.

I inaugurated the peaceful side of the Indian policy at Fort Sill, but just as I was ready to commence the joint and equally necessary policy, that of force, I was recalled, and the latter has never been carried out. Until it is, Merritt's story of Howard's Wells and that of the Fort Griffin supply-train, last May, will be often repeated. The Staked Plains Comanches, only a few hundred warriors, now in full co-operation with the Indians on the Reservation, and a small party of Apaches have always been in the habit of crossing into Mexico along the trail by Howard's Wells, and until their haunts are broken up by military force, will continue to do it, drawing off the young men from the Reservation. A gentleman of the utmost trustworthiness, writing on the 1st instant from the Reservation, says: "The Kiowas and Comanches are depredating in Texas worse than ever." I will repeat that these depredators are always known or with the least care might be, both when they depart and when they return, and that the Indians leave for these massacres with the full knowledge of the Government officers at the Reservation; that these raids extend back over a period of 20 years, and that every grown man of the Comanche and Kiowa tribes, to whom we issue rations, is a murderer of many men, women and children, and is still carrying on this murderous life. Until there is a competent military surveillance of these Indians, or they are disarmed or dis-

mounted, the present policy with them is copartnership in murder.

Yours, W. B. HAZEN,  
Colonel Sixth Infantry, Brevet Major-General.

SIOUX CITY, IOWA, May 21, 1872.

*Eighth Cavalry.*—Leave of absence for thirty days, with permission to apply for an extension of two months was granted Captain C. A. Hartwell, May 22.

*Second Cavalry.*—Leave of absence for thirty days was granted Captain H. E. Noyes, May 25.

*Fort Riley, Kansas.*—Captain A. S. Kimball, assistant quartermaster U. S. Army, May 22 was relieved from duty at Fort Riley, Kansas, and ordered to Santa Fe, N. M., reporting upon arrival to the commanding officer District of New Mexico for duty at the military post to be established in the Tularosa Valley.

DEPARTMENT OF THE MISSOURI.

*Brigadier-General John Pope: Headquarters, Fort Leavenworth.*

The Omaha, Neb., Tribune, May 21, reports that Washakie, chief of the Snakes, and about 1,000 warriors and women and children are in the Wind River country, and at latest accounts were surrounded by the Sioux, Cheyennes, and Arapahoes, and in danger of being cut off and destroyed. Washakie is about sixty years of age, tall, fine looking, a man of sense and, since he laid down his arms, a true friend of the whites. Troops and scouts have been sent out to relieve him, but it has been impossible thus far to reach him on account of the swollen streams from melting snow.

*Fourteenth Infantry.*—At a meeting of the officers of the Fourteenth Infantry at Fort Laramie, Wyoming Territory, May 12, 1872, the following resolutions were submitted by a committee appointed to draft them, and were adopted:

Whereas, It having pleased Divine Providence to take from among us our friend and brother officer, First Lieutenant Andrew Mahoney, who died at Boston, Mass., April 12, 1872, be it

Resolved, That while we bow to the will of "Him who doeth all things for the best" we feel that we have lost a true friend, a service a brave and zealous officer, and the family of the deceased a kind husband and father; and let it further

Resolved, That while we feel how inadequate mere words are to assuage the grief caused by death, we hereby tender to the family of our departed friend our sincere sympathy with them in their sad bereavement, recommending them to seek for solace and consolation in their sorrowful affliction of Him before whose throne we must all at last appear. On motion it was

Resolved, To furnish a copy of these resolutions to the widow of the deceased, and to forward a copy of them to the ARMY AND NAVY JOURNAL with a request that they be published.

*Fort Hays, Kansas.*—A General Court-martial was appointed to meet at Fort Hays, Kansas, May 27, 1872. Detail for the court: Colonel De L. Floyd-Jones, Third Infantry; Major R. M. Morris, Sixth Cavalry; Major C. E. Compton, Sixth Cavalry; Captain Daniel Madden, Sixth Cavalry; Captain J. A. Snyder, Third Infantry; First Lieutenant W. A. Harpor, Jr., Sixth Cavalry; First Lieutenant L. A. Abbott, Sixth Cavalry; Second Lieutenant J. C. Ayres, Third Infantry. Captain R. P. Hughes, Third Infantry, judge-advocate.

DEPARTMENT OF THE PLATTE.

*Brigadier-General E. O. C. Ord, Headquarters, Omaha, Nebraska.*

*Second Cavalry.*—The commanding officer of Omaha Barracks, Nebraska, May 21 was ordered to send all the enlisted men of the Second and Third Cavalry, now there awaiting transportation to other posts, to their respective stations, under charge of Lieutenant J. L. Fowler, Second Cavalry, on the return of that officer to his company. The commanding officer, Camp on the Loup Fork, has been notified to send a suitable person to receive the men for Company M, Second Cavalry, on their arrival at Grand Island.

Major A. J. Perry, quartermaster, and chief quartermaster of the department, May 18 was ordered to Cheyenne and Fort McPherson, on public business.

*Thirteenth Infantry.*—Leave of absence for thirty days was granted First Lieutenant H. C. Pratt, adjutant Thirteenth Infantry, May 20.

Leave of absence for ten days has been granted Captain James T. McGinnis, to take effect May 28.

*Third Cavalry.*—Leave of absence for thirty days, on surgeon's certificate of disability, was granted Captain Frank Stanwood, May 22.

*Camp Douglass.*—In an official report, dated headquarters Camp Douglass, March 21, 1872, addressed to assistant adjutant-general Department of the Platte, Lieutenant-Colonel Henry A. Morrow, Thirteenth Infantry, says: "I have the honor to report that a fire broke out in the rear building attached to the quarters occupied by Lieutenant Cavanaugh, on the morning of the 19th instant, and so far consumed the same as to render it untenable and irreparable. The loss is not great—perhaps two thousand feet of lumber. I report this fact principally for the purpose of paying a compliment to the Babcock fire extinguisher. If we had not been provided with these very valuable little extinguishers, our entire set of quarters would probably have been consumed. I have seen these extinguishers tested thoroughly before, and I regard them as invaluable at a military post."

DEPARTMENT OF TEXAS.

*Brigadier-General C. C. Augur: Headquarters San Antonio, Texas.*

*Ninth Cavalry.*—Regimental Order No. 28, headquarters Ninth Cavalry, Fort Clark, Texas, May 7, 1872, are to the following effect: It is the painful duty of the lieutenant-colonel commanding to announce to the regiment the death of First Lieutenant Frederick R. Vincent, Ninth Cavalry, who died from wounds received while commanding Company H, Ninth Cavalry, in an engagement with Indians near Howard's Well, Texas, on the 20th of April, 1872. Lieutenant Vincent entered the volunteer service in the early part of the late war from the State of Missouri, and was promoted through the different grades to captain, which rank he held at the close of the rebellion. On the 18th of June, 1867, he was appointed a second lieutenant in the Ninth Cavalry, and was promoted to first lieutenant July 16, 1867. In the death of Lieutenant Vincent the regiment loses a brave and valuable officer, and his friends, while mourning their loss, have the consolation of knowing that he died

while gallantly performing his duty as a soldier. The officers of the regiment are requested to wear the usual badge of mourning on the hilts of their sabres for thirty days after the receipt of this order.

*Fourth Cavalry.*—At a meeting of the officers of the Fourth Cavalry, held at Fort Richardson, Texas, May 8, 1872, the following resolutions were unanimously adopted:

Whereas, The Almighty, in His providence, has removed from our midst and from his sphere of usefulness our late friend and companion, Captain Clinton J. Powers; therefore be it

Resolved, That, bowing to the decree of Omnipotence, we take this means of expressing our sense of the great loss sustained by us as his companions, and to the service at large, by the death of Clinton J. Powers, late captain Fourth Cavalry.

Resolved, That the officers of the regiment wear the usual badge of mourning for a period of thirty days.

Resolved, That these resolutions be published in the ARMY AND NAVY JOURNAL, the Pittsburg Commercial, and that a copy be furnished the family of the deceased.

R. S. MACKENZIE,  
President of the meeting.

LEO. O. PACKER,  
First Lieutenant and Adjutant Fourth Cavalry, Secretary.

#### MILITARY DIVISION OF THE ATLANTIC.

*Maj.-Gen. Geo. G. Meade: Hdqrs, Philadelphia.*

DEPARTMENT OF THE EAST.

*Brigadier-General Irvin McDowell: Cor. Greene and Houston Sts., N.Y.*

The following officers were registered at headquarters Department of the East, for the week ending May 28: First Lieutenant Oscar Elting, Third Cavalry; Captain Morgan L. Ogden, Eighteenth Infantry; Second Lieutenants R. F. Bates, Eighteenth Infantry, A. J. Metcalfe, Ordnance Corps; First Lieutenants J. B. Burbank, Third Artillery, S. M. Mills, Fifth Artillery.

THE various offices connected with the headquarters Department of the East were closed on Decoration day. At the request of the Memorial Committee of the Grand Army of the Republic, for the city of New York, minute guns from 10:30 A. M. to 12:30 P. M., May 30, was fired from the battery on Governor's Island, under direction of the commanding officer of the post.

*Port Warren, Mass.*—The leave of absence for seven days granted Chaplain O. E. Herrick, U. S. Army, in Orders No. 20, headquarters Fort Warren, Mass., May 14, 1872, was extended fifteen days, or such portion thereof as he may find necessary.

*First Artillery.*—The leave of absence for seven days granted Captain L. L. Langdon, in Orders No. 72, headquarters Plattsburg Barracks, N. Y., May 16, 1872, was extended three days.

Surgeon John Campbell, U. S. Army, having reported to the department commander in compliance with S. O. from the War Department, May 27, was ordered to Fort Adams, R. I., to report to the commanding officer for duty as post surgeon.

*Fort Hamilton, N. Y. H.*—A General Court-martial will meet at Fort Hamilton, N. Y. H., June 3. Detail for the court: Captains A. M. Randol, W. L. Haskin; First Lieutenants Thomas Ward, E. D. Wheeler, J. W. Dillenback, F. C. Nichols; Second Lieutenant W. P. Van Ness, First Artillery. Second Lieutenant D. M. Taylor, First Artillery, judge-advocate.

*Fort Independence.*—A General Court-martial will meet at Fort Independence, Mass., June 3. Detail for the court: Captains G. A. Kensi, D. H. Kinzie; First Lieutenant G. W. Crabb; Second Lieutenants G. N. Whistler, G. E. Sage, W. B. Weir, Fifth Artillery. First Lieutenant John McClellan, Fifth Artillery, judge-advocate.

*Fort Washington, Md.*—A General Court-martial met at Fort Washington, Md., on Wednesday the 29th of May. Detail for the court: Major A. P. Howe, Fourth Artillery; Captain C. B. Throckmorton, Fourth Artillery; Assistant Surgeon W. H. Gardner, U. S. Army; Captain J. B. Campbell, Fourth Artillery; First Lieutenant Arthur Cranston, Fourth Artillery; Second Lieutenant E. S. Chapin, Fourth Artillery. Second Lieutenant Peter Leary, Jr., Fourth Artillery, judge-advocate.

Major A. R. Eddy, quartermaster U. S. Army, having reported by letter to the Department Commander, in compliance with S. O. No. 103, c. s., War Department, Adjutant-General's Office, May 24 was ordered to relieve Major H. C. Hodges, quartermaster U. S. Army, stationed at Philadelphia, Pa., of his duties in the Department of the East as directed in the above mentioned orders.

DEPARTMENT OF THE LAKES.

*Brigadier-General P. St. George Cook, Headquarters, Detroit, Mich.*

*First Infantry.*—The leave of absence for seven days granted First Lieutenant Thomas Sharp, First Infantry, in Special Orders No. 5, c. s., headquarters Fort Mackinac, Michigan, was May 20, extended four days.

The leave of absence for seven days granted Captain I. D. Dr. Russel, in S. O. No. 32, c. s., headquarters Fort Brady, Michigan, was extended five days May 23.

The leave of absence for seven days granted Captain R. E. Johnston, First Infantry, in S. O. No. 32, c. s., headquarters Fort Porter, N. Y., May 25 was extended three days.

#### MILITARY DIVISION OF THE PACIFIC.

*Maj.-Gen. J. M. Schofield: Hdqrs, San Francisco, Cal.*

The following officers reported at headquarters Military Division of the Pacific during the week ending May 21, 1872: First Lieutenant John Lafferty, Eighth Cavalry; First Lieutenant James Halloran, Twelfth Infantry.

*Twenty-first Infantry.*—Major Thaddeus H. Stanton, Paymaster U. S. Army, May 11 was ordered to Benicia Barracks to pay the Companies of the Twenty-first Infantry and any enlisted men of other regiments now at that post, to the 30th of April. The commanding officer of the detachment of the Twenty-first Infantry at Benicia Barracks May 8 was directed to send an officer of his command to receive and conduct to that post the recruits

at Angel Island, for Companies A, D, E and K, Twenty-first Infantry. Company A, Twenty-first Infantry, will proceed to Camp Harney, Oregon, via Winnemucca, Nevada, so soon as Company I, Twenty-third Infantry, arrives at that place. Company E, Twenty-first Infantry, en route to Fort Colville, Washington Territory, was ordered by the steamer May 18, to Fort Vancouver, reporting for orders to the commanding officer Department of the Columbia. Leave of absence May 8 was granted to Assistant Surgeon George S. Rose, U. S. Army, for two months, on surgeon's certificate of disability, with permission to go beyond the limits of the Military Division of the Pacific.

*Twenty-Third Infantry*—Doctor Samuel McCurdy, A. Surgeon U. S. Army, May 6 was ordered to Camp Harney, Oregon, to report for duty with Company I, Twenty-third Infantry, under orders for San Francisco.

*Fifth Cavalry*—Captain Samuel S. Sumner having reported at Division headquarters, was ordered April 30 to Fort Yuma, in charge of the detachment of his regiment at Benicia Barracks, California. First Lieutenant Alfred B. Baché was ordered to report for duty with, and will accompany this detachment.

#### DEPARTMENT OF ARIZONA.

*Lieutenant-Colonel George Crook, Headquarters, Prescott, A. T.*

*Twenty-first Infantry*.—“Gray Head” writes to enter his complaint that “a detachment of twelve men, Twenty-first Infantry, are now stationed at the Colorado River Reservation, Department of Arizona. Some of these men have been enlisted more than two years, and none less than eight months, not one of whom has ever served a day with his company. For the last five months fresh meat has been issued to them for but three days. Pork, badly rusted, has been the principal meat ration. Vegetables are not to be had at all. No pay has been received for the past eight months. And lastly, the companies to which these men belong, have left this department en route to the Department of the Columbia.” We have no doubt that before our correspondent's head is much grayer, he and his comrades will find orders coming to relieve guard.

## THE NAVY.

The Editor invites for this department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

#### VARIOUS NAVAL MATTERS.

*The Shenandoah* sailed from Genoa for Toulon, France, May 14.

A BILL authorizing the President to nominate Judson S. Post a paymaster in the Navy, has been introduced in the Senate.

*The Tallapoosa* arrived at Portsmouth (N. H.) yard May 23, having on board fifty seamen for the *Tuscarora*, now fitting for sea.

*The U. S. steamer Juniata*, Commander Luce, was at Gibraltar on May 8, waiting orders, having arrived there the same day.

MEDICAL Director Robert J. Dodd, of the United States Navy (retired), has given \$4,000 to the Woman's Medical College of Pennsylvania, for the establishment of the Hannah Matilda Dodd scholarship, in memory of his wife.

*The flag ship Lancaster*, of the South Atlantic fleet, was reported at Rio Janeiro, Brazil, April 24, and officers and crew are to be relieved by officers and crew now on the way there by the sailing sloop-of-war *Portsmouth*.

*MAJOR JAMES LEWIS*, of the Marine Corps, having been relieved from duty at Portsmouth Navy-yard at his own request, has been granted six months' leave of absence to visit Europe. The Marines are now under temporary command of Lieutenant Fred P. Elia.

MEDALS of honor have been recommended by the commander of the U. S. steamer *Kansas* to be given to James Smith, John Johnson, R. T. Pike, Austin Denham, John O'Neil and George Hill, of the crew of that vessel, for heroic conduct in saving the lives of their shipmates while crossing the bar at Greytown on the 12th of April.

THE Coreans, fearing another visit from the United States Navy, have intimated their consent to treat with our Government through the intermediary of the Chinese Prime Minister, Prince Kung, at Pekin. The “bombshell diplomacy,” to which so much objection was made by some parties last summer, was not so fruitless, after all.

A DISPATCH from Santiago de Cuba, May 18, states that the steamer *Edgar Stuart*, the United States steamer *Wyoming*, and the Spanish man-of-war *Borgia*, left Kingston, Jamaica, on the 16th inst. The *Edgar Stuart* and *Borgia* soon parted company with the *Wyoming*, being faster sailers. The *Borgia* then gained on the *Edgar Stuart*, but the latter drawing but little water steamed in among the shoals and doubled back toward Kingston and disappeared. The *Borgia* then returned to Kingston, and afterward sailed for Santiago de Cuba. The *Edgar Stuart* was seen five leagues from Santiago de Cuba, and fired at by the gun-boat *Gaceta*.

THE President has sent the following nominations to the Senate, in accordance with a recent act of Congress: Rear-Admiral Joseph F. Green, to take rank next after Rear-Admiral Boggs; Captain Egbert Thompson, to rank next after Captain Thomas G. Corbin; Commanders Samuel R. Franklin, to rank next after J. S. Thornton; Edward Y. McCauley, after William D. Whiting; John H. Russell, after T. S. Fillebrown; Andrew W. Johnson, after Edward E. Stone; Philip C. Johnson, after Ralph Chandler; John Watters, after Philip C. Johnson; A. E. K. Benham, after D. B. Harmony; Austin Pendergrast, after A. W. Weaver; William P. McCann, after Austin Pendergrast; Pay-Inspector A. W. Russell, to be advanced three numbers; Commodore John De Camp, on the retired list, to be rear-admiral on that list, next above Rear-Admiral

Henry Walke; Commodore Charles W. Pickering, on the retired list, to be commodore, with retired pay of that grade; Rear-Admiral James Alden, now on the retired list, and in command of the United States naval forces on the European station, to be continued in that command, under the third section of the act of December 21, 1861.

SECRETARY ROBESON will deliver the diplomas to the graduating midshipmen on Saturday morning, June 1. The naval band and the midshipmen's battalion will be in attendance. Charles C. North, Esq., one of the Board of Visitors from New York, delivered a religious address to the midshipmen Sunday night last. The ball will be given on Friday evening. Secretary and Mrs. Robeson will be present, and perhaps the President. The address to the graduating class will be delivered by Chief-Justice Moses (member of the Board of Visitors). The following is a correct list of the members of the Board of Visitors, as finally named: President, Rear-Admiral B. F. Sands, U. S. Navy; Commodore C. R. P. Rodgers, U. S. Navy; Medical Inspector Charles Everfield, U. S. Navy; Chief-Justice Franklin J. Moses, South Carolina; Major-General J. C. Robinson, U. S. Army; Colonel M. D. Wickersham, Alabama; President A. L. Chapin, D. D., Beloit College, Wis.; Hon. Nathaniel Niles, New Jersey; Paymaster Edwin Stewart, U. S. Navy; Chief-Engineer Edwin Fithian, U. S. Navy; Judge Thomas C. Jones, Ohio; Professor W. H. C. Bartlett, U. S. Army; C. C. North, New York. The cadets will soon go out on their summer cruise. This year the *Constellation*, Lieutenant-Commander W. R. Bridgeman, is deputed to carry them. The *Dale* will cruise about the Chesapeake with the fourth class. The graduating class will be broken up into small parties, and distributed for duty among the different squadrons now in service. The *Constellation* will carry out about eighty-five or ninety midshipmen; the *Dale* a much smaller number. Friday afternoon of last week the midshipmen drilled for a flag, which was awarded to Company D, Capt. R. H. McLean, and presented by Mrs. Ames, wife of Lieutenant-Commander Sullivan D. Ames, assistant to the commandant of midshipmen.

At dress parade of the midshipmen of the Naval Academy at Annapolis, May 23, the following order, referring to the conduct of Midshipmen McLean and Galt, who jumped overboard, and saved Midshipman Carter, who fell from aloft the *Dale* fifty feet into the water, was read:

UNITED STATES NAVAL ACADEMY, {  
May 24, 1872.

ORDER NO. 91.—The accident this morning on board the *Dale*, which was, under Providence, without fatal result, gave occasion for the display of a noble act of heroism by Cadet-Midshipmen McLean and Galt, who, carrying out the impulse of generous hearts, promptly jumped overboard to save a fellow-student who had fallen overboard from drowning. From such materials are heroes made, and by such acts is life ennobled. A service in whose personnel such an *esprit de corps* exists may be relied on to uphold the honor of the country, and is in no danger of failing in the hour of need. The Superintendent takes occasion in this public manner to express their thanks to Cadets McLean and Galt, and to mention their example as one worthy of emulation. He will further take pleasure in reporting their conduct to the Secretary of the Navy. (Signed)

JOHN WORDEN,  
Commandant, Superintendent of Midshipmen.

Cadet McLean, referred to in the above order, is in the first class, and was appointed in June, 1868, from New York, and Naval Apprentice Galt was appointed at large from Virginia, the same year, and belongs to the same class. The graduating class numbers twenty-six. The class of cadet engineers, also being examined, numbers sixteen members.

FROM Osaka, Japan, April 18, it is reported that the *Colorado* was expected to leave in a few days for Yokohama, where the *Benicia* is soon expected to follow her from Shanghai, Captain Smith, the pilot who took the *Colorado* through the inland sea, having gone to Shanghai for the purpose of piloting the *Benicia* through. The *Monocacy* and *Palos* were at Shanghai, the *Alaska* at Yokohama, and the *Ashuelot* at Hong Kong. The health of the officers and crews throughout the fleet is generally good. From Hiogo, Japan, under date of the 15th of April, we have the following report:

The United States flagship has just arrived from Hong Kong, via Amoy and Nagasaki. She had smooth seas and fair weather most of the way over. Finding all quiet at Nagasaki she stayed there only two days. The native Christians who had been seized near that place and sent into exile last Christmas have been restored to their homes. On the return of Admiral Rodgers, about the 20th, it is expected that the *Colorado* will proceed to Yokohama to meet Rear-Admiral Jenkins on his arrival there, about the 27th. When the *Benicia* and *Colorado* parted company at Amoy, it was understood that the *Benicia* would take our Consul (General Legrand) to Foochow, and, after bringing him back to Amoy, would proceed to Shanghai to join the *Monocacy*, also there. The *Alaska* remained at Yokohama, and the *Ashuelot* at Hong Kong. The health of the squadron was good, as usual. The *Ashuelot* is here for repairs. The *Benicia* goes north with the *Colorado*. The *Alaska* is at Yokohama. The *Monocacy* wintered at Shanghai, where she has lately been joined by the *Palos*, which was stationed at Tientsin during the winter. The United States steamer *Colorado* arrived at Yokohama, Japan, on the 23rd ult. Admiral Jenkins was looked for in the following steamer, when Admiral Rodgers was expected to return home. The *Benicia* was at Shanghai on the same date, the *Ashuelot* was at Hong Kong, and the *Alaska* remained at Yokohama.

DESPATCHES to the Navy Department from Rear-Admiral Rodgers, commanding the Asiatic fleet, dated Nagasaki, Japan, April 9, inform the department that the *Colorado* reached Nagasaki April 8, from Amoy and Hong Kong. She would proceed to Yokohama, where Rear-Admiral Jenkins was to relieve Admiral Rodgers

of the command of the fleet. The *Benicia* was en route to relieve the *Alaska* at Yokohama. After visiting Foochow and Shanghai, she was to take United States Consul Le Gendre to Foochow, who is to obtain for Commander Kimberly an interview with the Viceroy of the Province. Commander Kimberly bears a letter from Admiral Rodgers, expressing satisfaction at the arrangements recently completed by Consul Le Gendre with the Chinese authorities and the chief of the eighteen tribes of Southern Formosa, who are within the Viceroy's jurisdiction, providing for the rescue and humane treatment of persons shipwrecked upon the Formosa coast. The *Ashuelot* was at Hong Kong March 20. Admiral Rodgers gives an explanation of the past efforts of United States Consul Le Gendre to secure protection to persons thrown upon the Formosa coast, and his subsequent satisfactory arrangements with the Chinese authorities. Among other things effected to protect shipwrecked people from savages was a promise by the Chinese to build a fort and barracks and to maintain a garrison in them, and to build a light-house upon the southern end of the island. On the 23d of March Admiral Rodgers and his staff went in the *Ashuelot* to Canton, and called upon the Viceroy on the 26th. The visit was returned the next day. The *Ashuelot* will remain at Hong Kong, Canton, and Whampoa for about a month, when she will proceed up the coast, touching at the ports of Shanghai and Nagasaki; thence she will go to the inland sea, where she will pass the summer in surveying such ports as it is desirable to have a more accurate knowledge of. The *Monocacy* remains at Shanghai, and the *Alaska* at Yokohama. The *Palos* was, at the date of the last report from her, at Tien-tsin, but was at the date of this report probably on the way to Shanghai. The storeship *Idaho* remained at Yokohama. Matters were quiet in China and Japan, with the exception of the violent attempt which was made on March 26, by ten armed men, to force an entrance to the Mikado's palace. The Japanese officers are very reticent concerning the affair, but it is the general opinion of foreigners that it was an endeavor by men disaffected toward the policy of the present government to kill the Mikado. It is believed there are many disaffected people in Japan of anti-progressive and anti-foreign prejudices, who would, with an opportunity, attempt the overthrow of the present government and change the public policy. The *Saco* was at Singapore March 15. She had been detained at Aden two weeks by sickness among the crew. She had orders to proceed to Hong Kong from Singapore. Commander W. W. Low has been detached from the command of the *Mohican*, and is placed on waiting orders. Chief Engineer Harman Newell has been detached from the *Lancaster*, and is granted sick leave.

By way of London we have full particulars of the action of the American fleet at Marseilles in saving the shipping in that harbor, and perhaps the city itself, from destruction by fire in April. It appears that the *Wabash*, *Congress*, *Brooklyn*, *Plymouth*, *Shenandoah*, *Juniata*, and *Wachusett*, under the command of Admiral Alden, were at the time lying in the Napoleon Basin, surrounded by almost innumerable merchantmen, embracing every description of craft and nationality. The night was fine, the sea calm, and there was a little moonlight. Suddenly, just after midnight, an explosion startled the fleet and the city, and the awakened people beheld, with alarm and dismay, dense clouds of heavy smoke rising from the burning hull of an Italian ship which had just arrived from Philadelphia, with a cargo of petroleum, and had in some way got ablaze.

With the memory of the great fire at Bordeaux (which originated in precisely the same way) still fresh in their minds, the citizens fully realized the nature of the danger that now threatened them. So closely were the merchantmen huddled together that it seemed impossible to prevent the flames spreading, as at Bordeaux, through the rest of the fleet and thence to the wharves and the city, especially as the houses come right down to the front of the harbor. Crowds of anxious men gathered along the shores and gazed at the peril that menaced them in panic-stricken, fascinated horror.

When the consternation was at its height the bugles on board the American fleet were heard calling away the boats, with the familiar tunes that seemed so strangely out of place at such a moment. Presently a twelve-oared cutter was seen to push away from the squadron and speed with lusty strokes toward the burning ship; then another and another; then a cluster of ten or more, until twenty boats, almost all that Admiral Alden had under his command, had been despatched on the pressing, dangerous errand of saving fear-wrapped Marseilles.

In a few minutes the first boat which put off gained the windward side of the burning vessel, and, quick as thought, its crew were seen to scramble on board like cats, and move, as it seemed, amid the very flames. The other boats were soon alongside, and the admirable plan of the officers was at once put into execution. Crew after crew of the boats were seen to board the vessel. Others of the boats seemed hovering along the ship's side. On shore there was a dead silence, but through the smothered roar and crackling of the fire could be heard the clear, firm orders from the American officers in command, succeeded by the blows of axes.

The plan of the Americans was first to scuttle the ship, next to cast loose the moorings, and thirdly to tow her as far out into the bay as possible before she sank. When it was well assured that the timbers had been sufficiently pierced to insure her sinking the boats were seen to form in single file, lashed securely together stem to stern. A hawser was passed out over the bow of the ship and made fast to the sternmost boat.

All the arrangements having been completed, the single file of American boats, lashed stem and stern, were seen pulling bravely away, and as the line straightened the burning ship also slowly moved out towards the bay, towed irresistibly forward by 200 sturdy American oars.

It was clear now that the peril was over, and an immense cheer broke from the assembled citizens. The

Americans kept on rowing until the burning vessel sunk, and though there was here and there a little pool of flaming oil upon the waves, no further disaster occurred, owing to the distance between the fire and the vessels.

The next day the Americans were the recipients of the warmest praise from all sides.

THE U. S. steamer *Worcester* arrived at Aspinwall May 17 from Key West. The U. S. steamer *Wyoming* arrived at Aspinwall May 18 from Kingston. No further particulars yet reported concerning her convoy of the *Virginian*.

LIEUTENANT W. H. Brownson, U. S. N., has been presented by the merchants of Mazatlan, Mexico, with a handsome and costly silver service, for his gallant conduct while executive officer of the U. S. steamer *Mohican*, which captured the pirate steamer *Forward* in the summer of 1870.

THE President has sent the following nominations to the Senate: Henry P. Harvey, to be assistant surgeon in the Navy; Lieutenant-Commander George Dewey, to be commander; Masters B. R. Ingersoll and Robert M. G. Brown, to be lieutenants, and a large number of ensigns to be masters in the Navy.

JOHN S. KITCHEN, a surgeon in the United States Navy, died in Philadelphia recently, aged forty-two years. Dr. Kitchen was born in New York in November, 1830, and was commissioned an assistant surgeon in the Navy on the 1st of May, 1855. His first duty was on board the United States sloop-of-war *St. Louis*, on the coast of Africa, from 1855 to 1858. He was next attached to the steam frigate *Wabash*, the flagship of the Mediterranean squadron, returning home to be promoted to passed assistant surgeon in 1859, when he was stationed at the Naval Hospital at Chelsea, Mass. He was commissioned a surgeon on the 1st of August, 1861, and ordered first to the steamer *Pocahontas* and subsequently to the steam sloop *Mohican*, of the North Atlantic blockading squadron. During 1862 and 1863 he was attached to the steam frigate *Minnesota*, the flagship of the North Atlantic blockading squadron, and on his return was ordered to the naval rendezvous at Boston. During 1864 and 1865 he was again at sea, on board the steam sloop *Sacramento*, during her chase of the rebel iron-clad privateer *Stonewall*. He was then ordered as surgeon in charge of the Naval Hospital at Port Royal, S. C., from which he again went to the naval rendezvous at Boston, and thence to the receiving ship *Ohio*. In 1869 he was ordered to the iron-clad *Dictator*, in the Gulf of Mexico. In 1870 he was ordered as a member of the Naval Medical Board, in session at the Naval Hospital, in Philadelphia, and finally as surgeon in charge of the Naval Hospital at Mare Island Navy-yard, from which he was invalided in September, 1871, since which time he has been confined to his residence.

#### NAVAL MATTERS IN CONGRESS.

AT the evening session on Monday, May 14, the Senate Naval Committee passed the following, among others:

THE Senate bill which amends the Naval Appropriation bill, approved March 3, 1871, by adding after the clause relating to chaplains, the following clause: "There shall be three professors of mathematics, who shall have the relative rank of captain; four that of commander, and five that of lieutenant-commander or lieutenant." The Senate bill extending the provisions of the act of July 16, 1862, granting ten years additional service on the active list of the Navy to certain officers, to Lieutenant-Commander W. B. Cushing, who received the thanks of Congress when a lieutenant, in a resolution approved December 20, 1864, for blowing up the rebel ram *Albemarle*; the Senate bill (1027) authorizing the President, in his discretion, to restore Lazarus L. Reamey to the Navy as a midshipman at the foot of the class of 1870, of which he was a member at the time of his resignation.

The Senate bill which provides that after June 13, 1870, rear-admirals on the retired list of the Navy, who were retired as captains when the highest grade in the Navy was captain, at the age of sixty-two years, or after forty-five years' service, and who, after their retirement, were promoted to the grade of rear-admiral, and performed the duties of that grade in time of war, when not on duty, be entitled to the pay of rear-admirals on the retired list.

The Senate bill which authorizes the Secretary of the Navy, in conjunction with the Secretary of the Interior, to draw from the Navy pension fund the moiety of the proceeds of seventy-eight bales of cotton, picked up at sea by the officers and crew of the United States steamer *Vicksburg*, on the 31st day of May, and 1st day of June, 1864, that moiety having been erroneously credited to that fund, and to direct the proper accounting officers of the Treasury to distribute and pay the same to the officers and crew of the vessel as provided by law.

The Senate bill providing that in all cases where corrections in the distribution of prize money have or may become necessary, and in all cases where the names of parties entitled to share in prizes have been or may by error be omitted from the prize lists, the Secretary of the Navy is authorized to direct the proper accounting officers of the Treasury to correct and pay the same, the former upon the principle that the provisions of the act in force at the date of final adjudication govern distribution, and the latter to receive their proportion of the prizes claimed, the same as all others of like rank and pay who have been paid, using for such purposes any money in the Treasury not otherwise appropriated.

The Senate bill authorizing the payment to Virginia L. Farragut, widow of the late Admiral D. G. Farragut, of a pension of \$2,000 a year from the interest on the Navy pension fund.

The Senate bill authorizing the accounting officers of the Treasury to credit George F. Cutter, paymaster in the U. S. Navy, with the sum of \$254 in coin, being the amount stolen from the United States funds on board the ship *Piscatagua*, at Yokohama, Japan, in September, 1868.

The evening session of the House on Thursday of last week was devoted to reports from the Naval Committee. The following bills were passed:

The Senate bill, granting a pension to Virginia L. Farragut, widow of the late Admiral D. G. Farragut. The pension, \$2,000 per year, is to be paid from the interest on the Navy pension fund.

The Senate bill appropriating \$1,000 to Mrs. Cecilia Barr, widow of William Barr, in consideration of the valuable information and services of William Barr, rendered to the United States forces in the harbor of Savannah in the winter of 1861 and 1862.

The House bill authorizing the appointment of Charles W. Cronk, late an acting first assistant engineer in the Navy, a first assistant engineer, with commission to date from the passage of the bill.

The House bill authorizing the President to appoint Frederick E. Upton, of Bath, Maine, a master in the Navy, with the grade in his rank that he held at the date of leaving the service.

The House bill which proves that vacancies occurring in the grades of admiral and vice-admiral in the Navy of the United States shall not be filled by promotion or in any other manner whatever, and that when the officers of said grades shall become vacant the grades shall cease to exist.

The House bill authorizing the President to reinstate Frank M. Ashton, late second assistant engineer of the Navy of the United States. Mr. Ashton resigned in consequence of an accident by which he was disabled. He went into business in Chicago, lost all of his property by the great fire, and now applies for reinstatement.

The House bill (2874) authorizing the President of the United States to restore Absalom Kirby (retired), to his original position on the active list as a second assistant engineer of the Navy of the United States. The Navy Department recommends this restoration.

The Senate bill which provides that Mrs. Harriet B. Pendleton, widow of George H. Pendleton, late acting master in the United States Navy, shall be entitled to receive the share of all prizes captured by the U. S. steamer *Montgomery* during the time of his imprisonment by the rebels, and that his name shall be considered as being borne upon the ship's books the same as though he had been temporarily absent.

The House bill providing that no officer on the retired list of the Navy, shall be employed on active duty except in time of war, and repealing all laws inconsistent with this.

The House bill authorizing the President to restore John C. Beaumont to his position as captain on the active list of the Navy, to take position at the foot of the list of captains.

The Senate bill restore Lazarus L. Reamey to the Navy of the United States as a midshipman at the foot of the class of 1870, of which he was a member at the time of his resignation, if the President thinks the good of the service will be promoted thereby.

The Senate bill (927) to pay the children of Otway H. Berryman, deceased, \$2,106 02, being the amount of losses sustained by Otway H. Berryman while commanding and acting as purser of the United States schooner *Onkahye*, in 1846-48; also the Senate bill to pay Berryman's children, the officers and crew of the *Onkahye* \$20,664 69, balance of the prize-money obtained by the capture of the bark *Laurens* by that schooner in the year 1848.

#### NAVY ORDERS.

NAVY DEPARTMENT,

WASHINGTON, May 17, 1872.

General Order No. 173.

Officers commanding foreign stations will be addressed officially in correspondence as commanding U. S. Naval forces of the station to which they are assigned, viz.:

Rear-Admiral \_\_\_\_\_, U. S. Navy,  
Commanding U. S. Naval Force  
on \_\_\_\_\_ Station.

Chiefs of staff will not be usually assigned to officers commanding stations. The officer commanding the flagship will perform the duties of chief of staff in addition to his ordinary duties.

No survey on a vessel in commission will be held without the authority of the department, either in our own or in foreign ports, unless the supposed defect shall have occurred from the vessel getting on shore or from some accidental cause, as collision for instance.

Surveys on machinery, outfit, stores and provisions will be held as provided for heretofore by Navy Regulations.

GEO. M. ROBESON, Secretary of the Navy.

NAVY DEPARTMENT, Washington, May 18, 1872.

Circular.

The Department has adverted to the frequent use by summary courts-martial of punishment by confinement in double irons. There is another punishment—confinement on bread and water—which, though authorized by law, is liable to be inadvertently imposed in cases where consequences not contemplated by the law would ensue, such as permanent injury to the health of the prisoner. Summary courts will therefore exercise care and discretion in resorting to this punishment, and not award it in any case for a longer period consecutively than five days.

GEO. M. ROBESON, Secretary of the Navy.

NAVY DEPARTMENT, WASHINGTON, May 16, 1872.

Circular.

The circular letter of this Department issued February 10, 1871, regarding shipments of stores to California, overland, is modified as follows:

Instead of the stores being shipped and consigned to the U. S. Quartermaster at Omaha, they will be transferred to the Quartermaster's Department either at New York or Philadelphia, as may be the more convenient, which will receive and forward them as Army stores are forwarded.

GEORGE M. ROBESON,  
Secretary of the Navy.

#### NAVY GAZETTE.

##### REGULAR NAVAL SERVICE.

###### ORDERED.

MAY 24.—Lieutenant-Commander Dennis Mullan, to the receiving ship *Independence*, relieving Lieutenant-Commander C. H. Craven, granted four months' leave of absence.

MAY 27.—Lieutenant-Commander B. P. Smith, to the receiving ship *Vermont*, relieving Lieutenant-Commander A. T. Mahan, granted a three months' leave of absence.

###### DETACHED.

MAY 23.—Commander W. W. Low, from the command of the *Mohican*, and placed on waiting orders.

Chief Engineer Harman Newell, from the *Lancaster*, and granted sick leave.

MAY 28.—Surgeon D. Bloodgood, from duty at Brooklyn, N. Y., and ordered to the Plymouth, European Fleet.

Surgeon John Y. Taylor, from the *Plymouth*, and ordered to return to the United States.

#### TEST OF LIFE-BOATS.

(From the New York Times.)

ONE of the most admirable institutions of Uncle Sam is the splendid belt of life-saving establishments which gird our coasts. The glorious roll of the lives they have saved, and the property they have rescued, is constantly receiving fresh additions. Yet still among scientific seamen and among naval mechanicians there has ever been a feeling that much more can be done and ought to be in this direction. Of late, life-saving institutions have attracted considerable attention among us. English models have been studied and boats have been produced from them which combine the advantages of many in one. Some of these have been patented, and the attention of the Departments have been drawn so perseveringly to them that the government resolved to give all that desired it a public trial in the surf off Sandy Hook. A party of Washington officials arrived in New York for that purpose, and the trial having been fixed for Monday left the government dock at an early hour on the revenue-cutter *Bronx*. The party consisted of J. H. Saville, Chief Clerk Treasury Department; Rear-Admiral Charles S. Boggs, United States Navy, Superintendent of the Light-house Board; Capt. Carlisle P. Patterson, Hydrographic Inspector, United States Coast Survey: Capt. Gaskill and Maxton, practical surfmen, of New Jersey; Capt. J. W. Merryman, United States Marines; S. J. Kimball, Chief Revenue Marine Bureau, in charge of all the life-saving stations, and Capt. John Schillinger, formerly Superintendent of the stations of Long Island. They were received on board by Capt. MacGowan, and the little steamer started across Raritan Bay, and up the Shrewsbury river, until she came abreast of the Neversink Heights. Here the *Bronx* stopped in shoal water, and the party, after partaking of a superb luncheon, were rowed in boats to the life-saving station, on the sandy beach which is situated between Neversink and Seabright. Here they found Capt. George Faunce, the Inspector of the stations of Long Island and New Jersey, amounting in all to seventy-two, and his assistant, Lieut. Stodder, waiting to receive them.

There were five boats desirous of showing their qualities—three wooden ones, built in the neighborhood, and two regular life-boats of iron—one built by Ingersoll, of South street, New York, the other by Webber of Boston. The weather, though squally, was not of the right kind for piling up great foam-crested ridges of surf, and the waves were accordingly somewhat too tranquil for a good test of the relative merits of the contestants. Before they were launched, however, the mortar was fired with the line, and sent it to a distance of 210 yards with a charge of only three ounces of powder. Two rockets were then fired, one the Lilliendahl, which has a complicated tripod arrangement, and is fired by a cap and trigger, and the Edge, which is fired off a common rocket crotch. Both sent the line about the same distance, 280 yards, but it is noticeable that the former had a charge of a pound and a half of powder and the latter of four pounds of rocket composition. When these fireworks had been let off and the ladies present had been sufficiently terrified by the bad behavior of the rockets, which were slightly eccentric in their course, the committee were ready to see the boats. The three wooden ones were all drawn up in a line, their bows in the water, and the crews with their hands on the gunwhales, waiting for the word. When it came they pushed off vigorously, jumped in and rowed away as if for a wager, the bows of every one lifting beautifully over the surf. There was but little sea, and if the life-saving institutions had no fiercer waves, no grander winds to contend with, than the boat from Squam, the *Sparkling Sea*, from Deal, and the Wrecking Company's boat manned by Joe West, would be amply sufficient. But on this rude coast, where every one has its memories of cruel wrecks, of men frozen to death in the icy rigging, of vessels hoisted right upon the lawns of country residences by the stupendous compact of the sea and air, something is wanted of sterner stuff. The iron life-boats were two—the automatic patented by Beaupre built, in Boston, and the *Rescue*, built by the Government, on the lines furnished by Lieutenant Stodder. By the common judgment of the seafaring men on the beach the Beaupre boat was utterly unfit for the sea in her model, and her self-righting and self-bailing apparatus were unfit also for furious waves, being evidently constructed by some one who knew very little of the mad waters that range along our Atlantic coast. The Stodder boat was excellent in every respect, furnished with absolutely perfect self-righting air chambers, and in her contrivance for self-bailing; but with a bailing apparatus that is capable of great improvement. She is furnished with reversed rowlocks, a great convenience, and her lines are modelled upon the Greenlander's kyack. Being made very heavy below the water-line and light above, with abundant faculties for altering and controlling her weight, she is correct in principle. Being 2,000 pounds in weight, she is much too heavy, but a lighter boat exactly like her and as strong can be built on the same lines and with the same combinations. Even with her present imperfections she is by far the best life-boat afloat. The committee reserved their decision.

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man Bach, U. S. Army, Philadelphia; Brigadier-General I. N. Palmer, U. S. Army, Omaha, Neb.; Brigadier-General L. P. Graham, U. S. Army, San Francisco, Cal.; Brigadier-General Wm. M. Graham, U. S. Army, Fort Hamilton, N. Y.; Mrs. Admiral Dahlgren, Washington, D. C.

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THE President May 28 gave an audience to Red Cloud  
and his delegation of Indians, who, on entering the  
former's office room at the Executive Mansion, ranged  
themselves round the table. The President stood next  
to Red Cloud and Red Dog, and through the interpreter  
spoke as follows:

Tell them I am glad to see them here, and to know that they have  
tried hard to carry out the promises heretofore made to keep peace  
with the white people. Red Cloud could not prevent the murder  
which recently took place in their country, but would have done so  
if he could. These murderers are outlaws with him as well as with us. We want to do all we can to advance and help Red Cloud and  
his people, that they may become self-supporting. The time will  
come when the game will give out; when they must resort to other  
means of subsistence. We want to place them on lands where  
they can have permanent homes, and to make the location  
agreeable to them. They must talk further on this subject  
to the Secretary of the Interior, who acts for me. I do not  
want them to remove beyond the present territory which they  
now occupy, except with their own consent. I desire them  
to reflect on this subject, as the advantages are not for a day  
or a year, but forever. If they consent to this I will tell them  
all we will do. If they will go to the Cherokee country we  
will set apart lands for themselves and their children. It is a  
large country, where they will never suffer from cold. We will  
build houses for their chiefs, and give them all shelter, and supply  
them with produce and cattle, and encourage them in farming and  
assist them in raising stock, and appoint for this purpose either In-  
dians or white men, as they shall prefer. We will also instruct them  
how to read and speak English, and otherwise contribute to their  
comfort, so that when the game is all gone they may live securely  
and comfortable. All the treaty obligations we have entered into  
with them will be kept by us as long as they respect them. Any  
reply Red Cloud and Red Dog have to make must be to the Secre-  
tary of the Interior after they have talked over among themselves  
what I have suggested.

Red Cloud replied he had very few words to say, and  
then spoke about the agency in his country.

The President reminded them that that was a subject  
of talk with the Secretary of the Interior and the Com-  
missioner of Indian Affairs. He was glad Red Cloud  
and his braves had passed through our country. The  
number of our people, though very large, was increasing  
every day, and more persons come from foreign coun-  
tries in a year than the whole number of Indians in  
America.

The Secretary of the Interior said to the Indians he  
had the President's views on the subject and would con-  
sult them on the location of the agency before they left  
the city, and now proposed to retire, as the President's  
public business afforded him no further time for talk.  
The Indians then filed before the President, each shak-  
ing him by the hand as they slowly retired from the  
room.

THE Artillery Association of the Army of the Potowmac  
will hold its regular annual meeting at the Common-  
wealth Hotel, Boston, Mass., on Wednesday, June 19,  
proximo, commencing at 11 o'clock A. M. Officers who  
served with the artillery in the Army of the Potowmac  
wishing to be present at the meeting, and who have not  
yet joined the Association are requested to send their  
application for membership at once to the Secretary,  
General C. S. Wainwright, Rhinebeck, N. Y., as all such  
applications have to be submitted to the executive com-  
mittee previous to the meeting.

THE House has passed the Senate bill providing that  
one year's pay and allowances be paid to the heirs of  
Captain B. R. Perkins, late of the U. S. Army, being the  
amount to which he would have been entitled had he  
received notice that he was honorably mustered out  
prior to his death.

**U. S. ARMY AND NAVY JOURNAL.**

NEW YORK, SATURDAY, JUNE 1, 1872.

Office, No. 39 Park Row, New York.

SUBSCRIPTION, SIX DOLLARS A YEAR.

*The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the JOURNAL.*

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**ISHERWOOD'S MONUMENT.**

IN the year 1866, it will perhaps be remembered, we devoted an elaborate series of articles to criticism of the Wampanoag class of vessels for the Navy. These vessels were to be the crowning work of Mr. ISHERWOOD, the then chief of the Steam Bureau, of whose fitness for that position readers of the JOURNAL are well aware we never held any high opinion. Or, to put it frankly, we believed him to be totally unfit—a dangerous chief, a visionary engineer, a thoroughly incompetent man for the great work entrusted to him, and over which he was allowed to have almost unlimited authority during Mr. WELLES's administration of the Navy Department. It was a wonder to us, as it was to leading engineering authorities here and in England, how a man whom we had proved to be an utterly unsafe designer of steam machinery, was still allowed to remain at the head of the then most important bureau in the Navy Department, with free scope to go on with his work of ruining the Navy and throwing away the people's money by millions.

We showed that the five vessels of the Wampanoag class possessed hulls which were the sharpest ever adopted for war vessels; that their form was better adapted for high speed than that of any war vessel in the world. The design of the Steam Bureau was to get out of them a speed of fifteen knots an hour. To propel a vessel like the Wampanoag 15 knots an hour required, as we showed, not over 4,000 horse-power. We then proved that this power was constantly obtained with steam machinery which occupied but about half the space, weighed about 40 per cent. less, and would cost about 40 per cent. less than that built by the Steam Bureau for the Wampanoag class. We showed, in fact, how preposterous were the designs of the Bureau, how wasteful of space, how ruinous to the efficiency of the vessel, which was nothing more than a box full of machinery, and how their plan violated the well-established principles of steam engineering. All this we pointed out in numerous and detailed criticisms, to which no answer was then or has since been made or attempted. But our words did not change the purpose of the infatuated head of the Steam Bureau, or penetrate the intelligence of the superior who kept him in authority.

In closing our elaborate series of articles on this class of vessels, we remarked: "It must be apparent to our readers that a vast blunder has been committed in planning the Wampanoag class of machinery—a blunder which, it seems to us, nothing can wholly remedy. Even were new engines of the ordinary construction substituted, these fine vessels would still labor under the disadvantage of carrying about a set of boilers of a bad plan, which occupy about one-third more space than is necessary to supply steam for at least sixteen knots." Well, early in 1868, this wonderful vessel went on her trial trip to Fort Monroe, and "with a fresh breeze ast of the beam," she made over sixteen knots, which fact Mr. ISHERWOOD paraded with a loud flourish of trumpets as a vindication of his machinery; but analyzing the reports of the trial, we showed that our predictions had been verified, that the ship was nothing more than a useless hull full of machinery

Now for the sequel and the last of the famous Wampanoag. In the course of the late Navy Department investigation, Secretary ROBESON himself being under examination, the following was brought out, as reported in the official record:

The Chairman.—It has been proved here that the engines of the Wampanoag were built at the Government navy-yard.

The Witness.—The difficulty with the Wampanoag was just the difficulty which we sought to avoid by these compound engines. It is a fast ship, at least she proved so on her trial trip, where she had twenty-three engineers, and one hundred and eighty firemen and coal-heavers to run her, and she has never been run since.

By Mr. Sargent:

Q. How much coal did she consume on her trial trip? A. She consumed, at sixteen and three-quarter knots an hour, so much coal that five days' run was her limit.

Mr. Archer.—She had seven hundred and fifty tons on board.

The Witness.—That is no limit for a cruising vessel. That amounts to two days out and two days back, for coal, and another day for accident and cruising. The point we wanted to get at was to get motive power, and at the same time to get room for men, ammunition and batteries. The Wampanoag is a fast vessel; but she is full of machinery and good for nothing except to make a trial trip. Although she went into commission September, 1868, she has never been in commission since. Her machinery lies rusting and deteriorating at the wharf; and she is rotting out herself, simply because we have not the machinery for her that we would have for the Tennessee.

By Mr. Sargent:

Q. Would you employ her if she had the proper machinery? A. Of course we would employ her. It is not only under this administration that she has not been used; she lay idle a year and a half during the late administration, which built her. Something has been said about the value of these old boilers of the Tennessee to be used in other ships. They could not be used with compound engines; that has been proven and is a fact. They have not the strength and are not the proper shape. We have in our navy-yards now, unused and stored, fifty new boilers of just that construction which are occupying room now in our navy-yards and putting us to expense in keeping them in repair, and are deteriorating every hour. But they have never been used, and never will be used, in my opinion. We have also in our navy-yards expensive engines that were built by Mr. Isherwood, costing millions, and with no ships to put them in. Go to the Washington Navy-yard and you will see an engine there which would not go in three times the size of this room, which was built at a large expense, and which there was no ship to put it in. If we should take that engine and attempt to put it in the Tennessee, and put the boilers in that are necessary to run her, leaving the four boilers now in, it would cost us considerably more than John Roach's contract.

It is not necessary for us to add anything by way of comment, but we may perhaps be allowed to facilitate ourselves on never having had any part or lot in this ISHERWOOD folly, but that we, on the contrary, for weeks and years, used every argument and adduced every fact within our reach to open the eyes of the Navy Department to the ruin and waste of the Steam Bureau under his management.

THE French are intently occupied with the question of placing Paris upon an impregnable footing. Their late dolorous experience does not appear to have made them look upon the problem as an unsolvable one, but rather serves as a spur to a supreme effort to master it. All seem to accept for granted that the national life of France is in Paris, and that with the downfall of that city were inseparably connected the defensive power of the nation.

Two plans of the largest proportions have been formed by the French engineers, and are now being discussed, while at certain points—that by common consent must enter into any system of defence—the work of construction has already to be commenced with great activity.

The most comprehensive of these two plans would envelop Paris, at a distance of about 12 miles from its centre, with a series or chain of great detached fortresses, covering intermediate slighter works, and each of which will be capable of the stoutest defense separately against a regular attack. On the south side there would be four of these great fortresses exclusive of the works for the defence of the plateau of Sartory; that is to say, one upon the heights of Trappes, covering (toward the west) Saint Cyr, another at Ville-Favrouse, upon the plateau which borders the right bank of the Bièvre and near the pretty lake of Saclay; one in advance of the highway of Choisy-le-Roy at Versailles, and near to Villeneuve-le-Roy, and the other upon the heights of Boissy-Saint-Léger. On the eastward only two principal works would be required, one to hold the peninsula at Villiers-sur-Marne, and the other the plateau of Avron Bondy. Toward the north there would be a fortress upon the heights at Garges, and another at the Mill of Pinçon, and these two works would cover Saint Denis, which is regarded as the peculiarly weak side of Paris; yet another fortress would be required at the Mill of Orgemont, with works upon the heights along the road from Paris to Havre.

The other project is upon a somewhat less complete scale, as it would only provide for new forts at Bagneux, Chatillon, L'Hay, and Meudon in the south; for works upon the heights of Orgemont and Argenteuil to support Mont Valérien, while upon the east side no work would be erected upon the plateau of Bondy, but upon the heights of Champigny and Noisy-le-Grand which would give a cross fire upon the former position that would make it un-

tenable. St. Denis at the same time would be covered by a fort erected upon the high grounds of Pinçon.

Without waiting, however, for the choice between these two plans, new works have been actively commenced to strengthen the position of Mont Valerien and to cover Versailles ultimately as far as Rambouillet.

THE visit of General HOOKER to California has called forth from the San Francisco *Chronicle* a statement in regard to the responsibility for the failure at Chancellorsville, which appears in its issue of May 18, upon the authority of General HOWARD, as follows:

The Chancellorsville campaign has been called a failure. It was a failure; but so far as General HOOKER was concerned it was, all things considered, one of the most magnificent triumphs military genius achieved during the war. General LEE is acknowledged to have been one of the greatest military geniuses of the age; yet HOOKER, by a masterly piece of strategy, succeeded in effecting a complete surprise, gaining a position in his rear, within ten miles of his army, before LEE had the slightest intimation of his presence. Military critics have never denied to General HOOKER the credit he deserves for this splendid achievement, but they have ignorantly thrown on his shoulders the onus of his subsequent defeat. We have very high authority for saying that he was in no way responsible for the unfortunate termination of a campaign which opened so gloriously. Our authority is that of General HOWARD himself, who commanded the Eleventh Corps, which held the key to HOOKER's position in LEE's rear.

While in this city recently en route to Arizona a representative of the *Chronicle*, who was on terms of friendship with a member of the General's staff, was invited to join the party at lunch at the Occidental Hotel. The conversation was principally in regard to the events of the late war, and at length turned on Chancellorsville. It should be remembered that the campaign was lost by the giving way of the Eleventh corps, of which HOWARD had just been assigned the command, and that the "giving way" has never been satisfactorily explained. Apologizing for the strange question, the guest expressed, with as much delicacy as possible, desire to hear General HOWARD's opinion as to who was to blame for the failure of that campaign. General HOWARD, after a moment's deliberation, replied: "It is a strange question; but I feel an equally strange impulse to answer it. It was my fault, and I will explain why. I had just been appointed to the command of the corps. There was some disaffection, some incongruous elements, and I should at once have given the command a careful inspection; made changes where necessary, and made myself thoroughly acquainted with its condition, and put it in the best possible shape as soon as I could. But I felt a delicacy in interfering in the details of my subordinates, and so deferred the matter for a day or two, and trusted entirely to them for attending to the details until I had been a few days longer in command. It was a fearful mistake, and I felt that Saturday night of imminent peril to our noble army that I wanted to die. It was the first time I ever weakened that way in my life, before or since; but that night I sought death everywhere I could find an excuse to go on the field, and did all in my power to remedy the mistake."

The above is substantially given in General HOWARD's language, and we give it to the world as throwing a good deal of light on a transaction that has never been intelligently explained by official reports.

We may add that General HOOKER further claims that the Eleventh Corps was surprised after General HOWARD had been advised by him at eleven o'clock in the morning, to keep a look out for JACKSON's movements, and to inform headquarters of anything he might learn. This order, General HOOKER states, was delivered by his courier at 11½ o'clock, in the presence of General SCHURZ. General HOWARD, who was at the moment reclining on his bed, put the despatch into his pocket without communicating its contents to any of his division commanders, and when his corps was attacked by JACKSON his arms were stacked, and his men, separated from them, were engaged in cooking their supper.

THURSDAY of this week, the 30th of May, w<sup>t</sup> the day on which the annual decoration of the graves of our soldiers with flowers took place. This is a custom which we have derived from the South, and we believe that when first proposed it was objected to because the Southerners were said to decorate their graves in order to keep alive the memory of the cause for which their dead had fallen. Be that as it may, the proposal was liked, the custom was begun, and has gained in favor so much that now it is a custom. Certainly we can conceive of nothing more fit. Little good do our flowers do those who lie in our guarded cemeteries, but to the nation which attends the festival the day brings a lesson which can never pass without its effect. To continue it fifty years will be to make an impress on American character which will probably be deep, and must be good.

In decorating the graves that were made a few years ago, and that are known to us, we celebrate, too, the deeds of the older heroes of our republic. We commemorate the undecorated graves which lie all over our Union and in other lands. In our ceme-

teries but few of our dead are gathered. They lie in Mexican chapparal, in the swamps of Florida, and on the high plain lands of the West. Myriads of them are to-day unfound in Virginia. The tangle of the wilderness was too thick, the advance too rapid, or the retreat too sudden, to let their comrades know where they had fallen. But they share in the general memory in which all who have suffered for flag and country are held on this day; and thus for every grave that we visibly decorate we cast upon some other flowerless sepulchre the unseen bloom of a grateful memory.

WE spoke last week of public lectures as a means of educating the people in military things, and when we remember that our officers are probably destined to lead this great people in some other war, it behooves them to see that its preparation is better than it was before the last war. But in addition to that the popular appreciation of the services cannot fail to improve under such auspices. If the people are misled by prejudiced statements to the disadvantage of the Army, we cannot wonder. Who contradicts the libels they hear and read? Our officers should long ago have placed themselves *en rapport* with the people. To do this they must take other methods than writing over the art of war, other methods even than fighting battles and winning victories. These are powerful lessons, as the sympathy our generals receive proves. But there is something more to be done. There are always methods suited to society and to the time, for communicating with the people, and whoever would stand well with the public, must accept the modes of communication which are popular. To-day it is the rostrum and the press, nothing else will suffice; but we have recommended the former because it includes the latter.

A leading editor defined a daily paper to be the History of the World for One Day. Our officers must take care that their doings form part of that history, and they need not fear about obtaining publicity, for there is an immense and very thorough organization in this country which makes it its business to publish whatever is done. Let them furnish the thought and the information in proper shape, and all the world will read it.

ANY one who is disposed to criticise historians for their differences on simple matters of fact may take warning from the experience of the German authorities in the matter of the prizes offered to the captor of the first French flag. It was taken at Wörth, in which battle, of two flags captured, one could not, even on the battlefield, be traced to the capturing corps, and it is not known even by what division the other was taken. The captors of these trophies doubtless fell on the field. "Strictly speaking," says the *Provincial Correspondence*, "neither of these two regimental standards is the first that was conquered from the French, but a small Turco flag, which was taken out of the hands of its bearer, according to the official report, by fusilier Fuchs of the Eighty-seventh Prussian foot-regiment, in a hand-to-hand fight, at the battle of Weissenburg. However, it has been decided that these smaller flags, though they represent in the French army the colors of our battalions, and, as has been proved, were borne in the thick of the fight, are not to pass for real trophies; and hence the rewards offered for the capture of the first French banner could not be given to this brave-hearted fellow."

PRIVATE telegrams from Washington indicate the passage of the Army Appropriation Bill in a somewhat different shape from that at first anticipated. The provision advocated by Senator LOGAN, forbidding the payment by Government of a royalty to the inventor of whatever model of small arm may be adopted, is understood to be stricken out by the Conference Committee. The sum appropriated for work at Springfield Armory is not to be available till the question of a uniform model and calibre is permanently decided upon. A new board of five officers is to be appointed by the Secretary of War, after a trial in which not only the six guns named in order of merit by the St. Louis Board, but all other inventions that may be entered shall be thoroughly tested. The intelligence of the defeat of the Logan Provision of the bill will be welcomed by the arms industry, and if Congress can give the

country any reliable assurance that the decision of the new board will be final and operative, we do not believe any competitor will object to its appointment.

AN attempt has been made to show that General COBURN, chairman of the House Military Committee, had refused to subpoena Mr. PITMAN in the BUELL investigation case, in order to prevent his minutes of the Buell Court of Inquiry going on the record. The New York *Times* asserts, on the contrary, that at the very time this charge was made, Mr. PITMAN was in Washington on the subpoena of the chairman of the committee, General COBURN, and at the meeting of the committee it was agreed to report a bill, which subsequently passed the House almost unanimously, authorizing the payment of Mr. PITMAN for retranscribing this record from his original notes.

THE Naval Appropriation bill, as it now stands, after having passed through the hands of a Conference Committee, includes the following appropriations: For surveying in the Pacific, \$50,000; for making charts, \$20,000; to enable the Secretary of the Navy to carry on his experiments toward converting heavy smooth-bore guns into rifled guns, with a view to obtain a combination gun possessing the qualities of both smooth-bore and rifle, \$40,000; for experiments in ordnance, \$20,000; for the torpedo corps, \$98,000; "for an additional ration of tea or coffee and sugar, to be hereafter allowed to each seaman, to be provided at his first 'turning out';" for the purchase of a license to use in all the works of the United States Gorman & Siegfried's process of tempering steel for the term of their patents, \$10,000, and for the purchase of the right to manufacture and use on government vessels the Emery & Cheney Patent Elastic Chain Stopper and Surge Reliever, \$12,000.

It is also provided in the bill "that graduates of the Naval Academy shall take rank according to their proficiency as shown by the order of merit at date of graduation;" "that no money appropriated by this act shall be expended on account of naval engines contracted for during the war," and that the Secretary be authorized, after public advertisement, to sell "such vessels and materials of the United States Navy as in his judgment cannot be advantageously used, repaired, or fitted out," he being allowed to reject any bid which, in his judgment, is grossly inadequate.

IN accordance with the act approved May 8, 1872, the Secretary of the Treasury has issued a circular instructing the officers of the Treasury Department that hereafter all proceeds of sales of public property, of every character and description, must be immediately paid into the Treasury without any abatement or deduction whatever by being deposited to the credit of the Treasurer of the United States, on general account, at his office. This, or at the office of one of the U. S. assistant treasurers or in designated or National Bank depositories. Duplicate or triplicate certificates should be taken, specifying name and title of depositor, the bureau or office to which the property appertains, and an explanation of the kind and amount of the property sold; the original certificate to be forwarded to the Secretary of the Treasury. This order includes sales from one bureau or department of the Government to another.

THE Fort Smith *New Era* of May 24 says: "We learn from Lieutenant John Garland, Sixth Infantry, who came down from Fort Gibson a day or two since, that General Grierson, Tenth Cavalry, has made his headquarters at Fort Gibson and reoccupied the post with two companies of his regiment, viz.: Company B, Captain Carlton, and Company K, Captain Vandewiele. Company G, Captain Lee, is at the terminus of the M. K. and T. Railroad. The work of expelling persons living in the Territory without permission is being vigorously carried out. Major Upham, formerly of the Sixth Infantry, stationed at the post near this place, but now of the Sixth Cavalry, is charged with the execution of this piece of business, and three hundred families have already been removed from the Osage country."

ADDITIONAL subscriptions to the Thomas monument fund are reported to the amount of \$649, making a total of \$3,145 50 thus far collected in New York. This includes \$133 from the professors and officers at West Point, \$357 50 collected by Colonel James Lake, \$80 by Colonel Kilburn Knox, \$18 50 by Colonel C. L. Best, Madison Barracks, N. Y., \$15 by Colonel M. P. Bestow, and \$20 by General P. V. Hagner and Major W. S. Beele.

THE Senate has confirmed the following naval appointments: Commodore Augustus L. Case to be rear-admiral; Captain E. T. Nichols to be commodore; Commander Jas. S. Thornton to be captain; Lieutenant-Commanders Chas. L. Franklin and Geo. Dewey to be commanders.

ON Thursday of last week the House passed the Senate bill to provide for furnishing trusses to disabled soldiers, the provisions of which were given under our Army heading last week.

## CORRESPONDENCE.

The Editor of the ARMY AND NAVY JOURNAL does not hold himself responsible for individual expressions of opinion in communications published under this head. His purpose is to allow the largest freedom of discussion consistent with propriety and good feeling.

## MIDSHIPMEN'S JOURNALS.

To the Editor of the Army and Navy Journal.

SIR: I have read the several articles in your journal in favor of discontinuing the practice of requiring midshipmen to keep an abstract of the log-book of the ship on which they serve; but I cannot see that they make out a case, but only that they are disinclined to keep the required log on account of the manual labor involved, and are prevented from not keeping it solely from fear that they will be quarantined when in port. If they filled up all their time usefully otherwise, perhaps their argument against the old foggy practice, as they term it, might be a good one.

I can safely say, from a long experienced in the service, that the log-book of our ships of war, which we relied upon as evidence in all cases of legal investigations are imperfectly kept, and are worse kept now than they were thirty years ago, when midshipmen were held to the rigors of the law and as master mates of the forecastle, after serving an apprenticeship as quarter-deck youngster, and thus familiarized with the technical terms used by a daily copying of the log, were obliged to record the doings of the watch, under the supervision of the officer of watch.

It has lately come to my knowledge that the log-books of several vessels were submitted to a court as evidence. Two of them, kept by volunteer officers without experience in the matter, were of little or no account, being incomplete and inaccurate, while the third, written by a midshipman who had been required to keep a copy of the log, and under the supervision of the navigator who was also a regular officer, was much fuller, complete and correct, and properly worded. When the midshipmen understand fully that the log-book of a ship is the official record of her cruises and receivable as legal evidence in all questions of inquiry, they will see that to familiarize themselves with the style and manner of keeping such a book is something more than "a parental regard for improving their handwriting." When a midshipman, I held the task of copying the log-book irksome, and thought that my time could be better employed—but now I see the benefit I derived from the practice and for one I shall be sorry to have the practice abandoned. The midshipmen will have abundant time, in addition, to keep such remark books and journals as they choose, and I am not aware that there is any objection to their adding, if respectfully, whatever they please and consider of interest, to the official forms and technicalities of the log. I know that in old times the midshipmen often added very interesting remarks to the required log, and were commanded for so doing by their commander. By all means allow "Navy" and your other correspondents to add the observations they recommend; but do not permit them to dispense with the copying the log at all.

AN OLD OFFICER.

## THE NAVY REGULATIONS.

To the Editor of the Army and Navy Journal.

SIR: Whoever wrote the article that appeared in the ARMY AND NAVY JOURNAL of April 13, knows what he writes about. He said but little, or, there was but little of what he said published in your paper. Be it either way, what we have seen of it is true to the letter, for we see every day, almost all that he writes about, and what we have not on this ship, we know is to be seen on others. We do not expect much of a change for the better during the cruise of the ship now in service. Still, if the thing is kept afloat, Congress may do something to make life in the Navy bearable at least; but we do not expect that the service of our venerable Uncle will be a pleasant place so long as the regulations are kept religiously sealed up in the cabin and wardroom; and are never opened except when some poor devil knows enough to ask after them when he is being tried by court-martial for committing some crime, the existence of which he never knew. It is true that we hear the "Articles for the better Government (God bless the mark) of the Navy," but what do they amount to more than a lot of "Be it further enacted" thrown together by those who have no more idea of what is required, than they have of navigating a ship.

As your Army correspondent says, in your paper of the 13th, we are at present harassed (not governed) by a few boat loads of department orders that conflict so much that the promulgators would be puzzled to know what they mean, if they would take the trouble to compare the orders in force since 1860 alone.

Let us have a set of articles of war that mean something, and that bind the officers strictly to their duty, for it requires no articles of war to force the men to do theirs. Let us have a comprehensive set of regulations that show what the men have a right to do, and what not to do with the description of punishment for each offense, what the officers have a right to do, and what not to do, and bind the officers strictly to the observance of both the spirit and the letter of such articles and regulations. Let the Department refrain from promulgating any order that can in any way conflict with these articles and regulations; have both on a card and placed conspicuously on the main and berth decks. Let this be done, and there will be less desertion. Let us know where we are aboard the ship. At present we have no regulations, for no two ships are governed alike in anything.

Another thing, can this disgraceful, poverty-stricken uniform be conveniently changed for a jacket, vest, pants, and caps that would permit us to appear as if we came from a country that was at least half civilized? Beside the looks of the thing, there would not be quite as many cases of pulmonary diseases to tax the inventive powers

of the Medical Department to work cures without the means.

We hear that there is a movement to increase the pay and give as an allowance of clothing. This is very good. But while the present system of Government exists in the Navy there will be discontent, and when seamen are not contented, fifty dollars a month is not enough to keep them in the service.

SEAMAN.

Toulon, France, May 9, 1872.

## UTAH VS. THE UNITED STATES.

To the Editor of the Army and Navy Journal.

SIR: For more than twenty years the Territory of Utah has been a political fiction. Within the rightful limits of the United States of America the "State of Deseret" has been an *imperium in imperio*, and there "President" Young has wielded absolute and despotic power, openly defiant and independent of the Republic and its laws. I hazard nothing in saying that you can search vainly for a parallel case in history. To the power of Brigham Young successive administrations truckled. His cruel and despotic rule can scarcely be conceived by us of the East. The half has never been told for the reason that in most minds it would surpass belief. The Black Code of Carolina, the Border Ruffian Code of Kansas, will not compare with the Code of Deseret. I say all this advisedly and with the proofs before me.

Two years ago, for the first time in our history, President Grant and Congress determined that this state of things should cease, that the Utah rebellion should be crushed, the authority of the national Government be made manifest and its laws enforced. Territorial officers were appointed who would do their sworn duty, and General Connor posted with a sufficient force to protect them. The most prominent of these was Chief-Judge James B. McKean, one of the purest and noblest of men in his personal character, a ripe scholar, a faithful soldier, and a learned and upright jurist. In refutation of the slanders of the New York *Tribune* and other partisans, his two years of judicial service at Salt Lake City has been characterized by marked ability and justice, and been eminently honorable to himself and the executive who appointed him.

His first acts of political importance were his decisions at the September, 1870, term, upon the writ of *quo warranto* against the "Territorial District Attorney" and "Territorial Marshal" (creatures of the Mormon Legislature), and upon the demurrer to the challenge to the array of grand jurors (XII, Int. Rev. Rec., 162). These decisions were able, thorough and exhaustive, and sustained the power and authority of the United States. In the latter, he justly says: "There is but one sovereignty in Utah, and that is the sovereignty of the United States." It was the first time in Utah that this sentiment was judicially uttered or acted upon. He closed his decision as follows:

But the Legislative Assembly, by act of January, 1859, amended in February, 1870, has sought to take from the district judge, the United States attorney, and the United States marshal, all control over the jurors of this court. Congress says that the judge, in his own discretion, or upon a notification by the attorney that a jury will be needed, shall order the venire to issue; the Assembly goes by the judge, goes by the attorney, and commands the clerk to issue it. Congress says that the venire shall issue to the United States marshal; the Assembly says it shall issue to an officer whom it has elected, and whom it calls the territorial marshal. Congress says that twenty-three men shall be summoned for grand jurors; the Assembly says that eighteen shall be summoned. Which must give way, the Congress or the Assembly?

The United States Supreme Court, in its recent decision, upon the now famous Engelbrecht case, says that Congress and the United States must give way, and that a Mormon legislature can not only govern the United States Territory of Utah but rule the United States courts within it, in defiance of Congress and the President. Some important decisions of its own are thus overruled. In *Hunt v. Palao* (4 Howard), Taney, C. J., delivering the unanimous opinion of the court, said: "The territorial Court of Appeals (of Fla.) was a court of the United States and the control of its records therefore belongs to the general Government and not to the State authorities." In *Jenner v. Porter* (9 Howard, 142), Mr. Justice Nelson delivered the unanimous opinion of the court, and said:

The distinction between the Federal and State jurisdiction under the Constitution of the United States has no foundation in these territorial governments, and consequently no distinction exists, either in respect to the jurisdiction of their courts or the subjects submitted to their cognizance. Congress, in the exercise of its powers in the organization and government of the territories, combines the powers of both Federal and State authorities. There is but one system of government or of laws operating within their limits. Matters of Federal jurisdiction (in the Territory of Florida) had been blended together with those belonging to State jurisdiction, and were incorporated into, and became part and parcel of the same system. The Federal clauses of action were subject to the same tribunal as others, and to the same remedies. The territorial courts were the courts of the General Government, and the records in the custody of their clerks the records of that Government (*vide p. 246*).

Pages could be quoted sustaining the same view, but it is sufficient to refer the decisions of the same court in *Noonan v. Lee* (2 Black, 509), and *Orchards v. Hughes* (1 Wallace, 77). Attorney-General Ackerman, under date of July 28, 1871, wrote to Major Hempstead, U. S. Attorney for Utah: "I see no reason to doubt the correctness of the decision of Chief-Judge McKean to the effect that it was your duty as U. S. Attorney to prosecute offenders against the territorial criminal statutes, and that the district courts of the Territories are United States courts."

The legitimate result of the decision in the Engelbrecht case was the bringing of the United States authorities before the local probate judge at Salt Lake City upon a writ of *mandamus*; the recognition of the territorial marshal and attorney as executive officers of the U. S. courts; the release of some sixty-four criminals, most of them charged with murder; the return to Salt Lake City of Rockwell and other desperate criminals who had escaped arrest; the renewed, fierce, and bitter defiance of the United States, its laws and authorities by Young and other Mormon leaders before a great concourse in the tabernacle, and the organization and arming of the Gentiles for mutual defence.

It is not for me to question the soundness of the

Engelbrecht decision. I merely wish to show that if it is sound, the court has erred before and that Chief-Judge McKean was sustained in his course by its previous decisions, that its result is to again subvert the power and authority of the United States in a defiant territory which has none of the peculiar rights of a State; and to make the passage of the Voorhees Bill imperative. There is practical war in Utah to-day and will be until that or a similar bill is passed and enforced.

F. J. B.

HARRISONBURG, VA., May 20, 1872.

## INVESTIGATION OF THE NAVY DEPARTMENT.

MR. SARGEANT, from the select committee to investigate alleged abuses in the Navy Department, made the following report:

The select committee appointed by the House of Representatives to investigate certain charges against the Secretary of the Navy, and to inquire into the administration of the Navy Department, have attended to the duty assigned to them, and herewith present the voluminous testimony taken in the case and their conclusions thereon.

The resolution of the House under which the committee was appointed, after reciting in the preamble that "charges had appeared in newspapers of large circulation, published in the city of New York and elsewhere, calculated to affect injuriously the reputation of the Secretary of Navy, and to cast doubts upon the integrity of the Administration of the Navy Department," provided that the committee should be appointed "to investigate any irregularities charged, and to inquire generally into the administration of the affairs of the Navy Department during the incumbency of the present Secretary."

The committee refer to the terms of this resolution in order to call attention to the outset of this report, to two points: first, that the reason of the investigation ordered was the fact as stated in the preamble, that public charges had been made affecting the personal character of the present Secretary of the Navy, and casting doubts upon the integrity of his administration; and, second, that the committee was authorized by the resolution not only to investigate the charges made, but also to inquire generally into the administration of the affairs of the Navy Department during the incumbency of the present Secretary.

The first branch of their duty involved an inquiry into grave charges affecting the personal and official character of the Secretary, while the second embraced a general examination into the administration of the affairs of his Department.

In view of these facts, the committee regarded the first branch of their duty as of paramount importance. It was nothing less than an investigation of public charges of crime against a high officer of the Government, requiring, if true, the immediate action of the House of Representatives, and demanding, if untrue, the most prompt and public refutation.

No particular newspaper was mentioned in the resolution, but it was generally understood that the charges alluded to emanated from the New York *Sun*, and we found on examination, that that paper had contained almost daily from the 17th of February last, charges against the Secretary of the Navy such as are alluded to in the preamble of the resolution.

In order to understand the nature and result of the investigation made by the committee, it seems necessary that enough of these charges should be spread upon this report to show their character, and to furnish the means of judging how clearly they have been disproved.

It is necessary to read these charges in order to appreciate the thorough vindication of the officer implicated, which is disclosed by the testimony herewith submitted.

[Here follow extracts from the New York *Sun*, in which Secretary Robeson is charged with having been guilty of "enormous robberies of the Treasury"; with combining with E. G. Cattell, a ship chandler in Philadelphia, "his associate in robbery, to buy for the Navy Department all the coal that is required for the Navy steamers;" with corruption in the contract for the construction of the torpedo boats, and for a new set of machinery for the *Tennessee*; with purchasing the Chester Iron Works and endeavoring to secure for these works a contract for building six new frigates; with fraud in the matter of contract for live oak timber; with supplying the Mare Island Navy-yard with bricks, sent around the Horn from Philadelphia; and, finally, with "plundering the Government" out of \$93,000 in allowing the Secor claims].

The foregoing extracts show the nature of the charges contained in the *Sun*, which were repeated in the most offensive form in its daily issues from the 17th of February last until the appointment of this committee, and reiterated during its sessions.

The committee, with a view to the prompt investigation of these serious charges against the Secretary of the Navy, at once, as their first step, invited Charles A. Dana, the editor of the *Sun*, to attend their sessions. He appeared with his counsel, and was allowed to conduct the investigation, to summon and examine witnesses, to call for papers and documents, and to have the widest range of inquiry into all matters connected with the Navy Department, until he seized upon the temporary absence of the chairman of the committee as an excuse to withdraw from the case and abandon the investigation. This, however, he was not permitted to do until, on the demand of the officer accused, he had been required to be sworn and examined before the committee as to his knowledge of the facts charged and the sources of his information.

The committee do not deem it necessary to incumber this report with any detailed reference to the testimony in relation to these assaults on the personal character of the Secretary of the Navy and on the integrity of his administration. It is enough to say that, although the officer charged declined to avail himself of the privilege of appearing by counsel, while the accuser, with his counsel, was allowed the utmost freedom as to the extent of his investigation, yet he totally failed to produce a single witness, or any proof whatever, tending in the

slightest degree to maintain the charges he had made, or affect in any manner the personal or official character of the Secretary.

It would be superfluous for the committee to attempt to state the results of the testimony as to these various charges, or to show in detail the manner in which each and all of them have been conclusively refuted. Not a single witness even pretended to establish one of them. Not a particle of testimony out of all the mass appended to this report has any tendency whatever to show any fraudulent act or design on the part of the Secretary. If it were desirable to refer to the testimony at all upon this subject in detail, it would not be for any purposes of refutation, but only to exhibit the malignant and wanton character of the libels which gave rise to this investigation.

But the committee content themselves with saying, without more general reference to the proofs, that it appears, not only from the most searching examination that they have been able to make, but from the testimony of the accuser himself, that all the charges published in the New York *Sun*—and none published in any other newspaper have been brought to the notice of this committee—"calculated to affect injuriously the reputation of the Secretary of the Navy, and to cast doubts upon the integrity of his administration of the Navy Department," are totally devoid of any semblance of truth.

In view of the fact that they were printed in a paper of large circulation, published in the chief city of the country, repeated from day to day in every phase of vituperation, long after the testimony, including that of their author, had shown their falsehood, the committee feel justified in denouncing them in the strongest terms, as the most extraordinary libels ever published in this country against a public officer, and a shameful perversion of the privileges of the press.

Although, in the great latitude allowed to him, the author of these libels abstained from any attempt to prove his charges of corruption, and only tried to maintain certain alleged irregularities in the administration of the Navy Department, the committee have endeavored to dispose, in the first place, of this branch of their duty, and to separate it wholly from the general inquiry into the affairs of the Department. These charges of personal guilt against a cabinet officer were of the first importance. They were obviously the ground for this investigation. If they had not been made, it is evident that the House of Representatives would not have deemed it proper to institute a broad investigation into the general management of one of the Executive Departments. Such examination was manifestly authorized as auxiliary to the inquiry into the graver accusations. If those accusations had been in any great degree sustained, it would have imposed a serious constitutional duty upon the House of Representatives. Since they have been totally disproved, the remaining duty of the committee, although so broadly defined by the terms of the resolution, becomes of secondary importance.

It may also be remarked that when the personal integrity of the Secretary has been fully established, and all suggestion of improper or corrupt motives in his official action has been removed from consideration, a general inquiry and report upon his official conduct must be, in effect, a trial and judgment as to the manner in which he has exercised the discretion reposed in him by law as an executive officer. Such an inquiry might readily be extended to point beyond the proper scope of the powers of a legislative body.

The extent of this discretion, the power it involves, and its necessity and legal consequences, were recognized by the United States Supreme Court, January term, 1833, in MacDaniel's and Littlebrown's cases, cases of "allowances" for the disbursement of money, made by authority of the Secretary of the Navy, decided by a unanimous court, composed of Chief Justice Marshall and Justices Story, Johnson, McLean, Thompson and Baldwin. The court, in the MacDaniel case, said:

A practical knowledge of the action of any one of the great Departments of the Government must convince every person that the head of a Department, in the distribution of its duties and responsibilities, is often compelled to exercise his discretion. He is limited in the exercise of his power by law; but it does not follow that he must show a statutory provision for everything he does. No government could be administered on such principles. To attempt to regulate by law the minute movements of every part of the complicated machinery of government, would evince most unpardonable ignorance of the subject. While the great outlines of its movements may be marked out, and limitations imposed on the exercise of its powers, there are numberless things which must be done that can neither be anticipated nor defined, and which are essential to the proper action of the Government. Hence, of necessity, usages have been established in every Department of the Government, which have become a kind of common law, and regulate the rights and duties of those who act within their respective limits.

Nevertheless, the committee have fully investigated all matters brought forward by the editor of the *Sun*, and all such matters as were in any way suggested in the course of their inquiries. In this examination the Secretary has afforded them every facility, by the production of accounts, reports, vouchers, and exhibits, and by his explanations given under oath.

After this full investigation, the committee are prepared to report that they do not find in the testimony taken and herewith submitted any errors or irregularities of administration which would justify any action by the House of Representatives, or tend to throw any discredit upon his administration. A few matters only, arising out of this extended examination, require notice in detail. It would extend this report to unreasonable length to notice all matters of criticism of acts of bureau officers, following in their business the routine established under former administrations, and decisions upon statutes made by former Secretaries, and in no instance, as developed by the testimony, acting corruptly.

**ENGINES FOR THE TENNESSEE.**—One matter fully investigated by the committee was the contract for the machinery of the *Tennessee*. A large and interesting portion of the testimony taken relates to this subject. In the opinion of the committee its result is not only to exonerate the Secretary from all suspicion of any improper motive in his official action in the premises, but

to show a laudable and well-directed effort on his part to take a valuable ship, rendered useless through defective machinery, and convert her, with the least possible expense and with the best possible assurance of success, into a first-class and efficient vessel of war. The circumstance under which this contract was made, the motives which led to it, and the results to be expected from it, cannot be more clearly and succinctly given than in the words of Mr. Roach, the contractor, in his testimony before the committee:

Q. Have you taken the contract for the building of the engines of the *Tennessee*? A. Yes, sir.

Q. Suppose you state the circumstances of that contract, and of your taking it, in your own way.—A. I have given the merchant marine business of this country more consideration, probably, for a number of years than any other man in the country. I have investigated it myself abroad, and caused it to be thoroughly investigated by persons sent there. I have given it a great deal of attention. I have watched every movement that has been made, and every step of progress that has been taken in the merchant marine of both England and France, and in the navies of both these countries for the past few years. Knowing the depressed condition of our shipping interest in this country, I knew that there would be an opportunity for the man that was best posted and had the most information with regard to all these vast improvements that had been made in those countries where that business has been very prosperous for the last few years. After watching the progress of what is called the compound engine, and all the experiments that were made in connection with it, and following it down to the point where it became a demonstrated fact that it was going to be the marine engine to be used in the navies and the merchant marine of the world, I then took hold of it. I made up my mind to use every influence that I possibly could to introduce it into the service of this country. I had built several large marine engines for the Government, and I knew those that were perfect and those that were imperfect, and I had a thorough knowledge of all the ships that could be made available by changes being made in them, and also of all those that were not worth changing.

After setting it in my mind that this engine was going to be introduced, I was here in Washington, and I called upon the Secretary of the Navy personally, and stated my views to him, and named a number of ships that were lying useless, rotting at the Government docks, and remarked that I had seen nobody for years that had suggested a single idea with regard to utilizing them. I named a number of those ships to the Secretary, stating that I had a knowledge of the vast amount of repairing that was done upon them, and of how short a time after those repairs were made they were of any use; and then I said that I was satisfied that I could make such changes in some of this machinery as would give satisfaction to the Department. The Secretary gave me some encouragement by saying that he was glad to have come across a practical man who could enable him to utilize some of this Government property; but he distinctly stated that he would not spend a dollar on one of those vessels unless a proper guarantee should be given that the results I spoke of could be produced. I then wrote the Secretary a letter, naming a number of those ships that could be changed, not giving him the details of my plans, but simply giving him the results.

Before I wrote that letter, I asked permission to go to the Department and get the logs of those vessels, so as to get at the results produced by those different steamers—their consumption of fuel, their speed, and their usefulness. I then wrote this letter to the Secretary, comparing those results with the results that I would produce by the proposed change, and offering to give him bonds for the production of those results. After he had received this letter I called upon him again, and he selected out of those ships the *Tennessee* to be operated upon, but he stated again that he would not spend any money on the ships without I gave a guarantee. I went, then, to the Naval Constructing Department and got a section of the ship and made some calculations, and made a proposition to the Secretary that I would put engines in the *Tennessee* which would produce such results as I stated (and I will give you a copy of the statement) for the sum of \$300,000 and the old machinery; giving the Government the right to reserve the old machinery at a specified price. I left that proposition with the Secretary for months; and on a future occasion, when I came to Washington again, I called on him again, and I explained to him again that there was a ship, the *Tennessee*, which, I understood, had been pronounced one of the finest ships in the service, a ship built of live-oak, and said I, "Mr. Secretary, that is a ship that has lain for years condemned, although she could not be replaced to-day, without the machinery, short of \$1,000,000." "That ship," said I, "is useless now; but I will make her one of the finest cruisers in the service upon the expenditure of \$300,000."

After that conversation I left; but again, when I came to Washington, I had further talk with the Secretary, and he referred me to the Chief of Bureau. I called on the Chief of Bureau and I showed him the letter and the proposition that I had made. He stated that he had the matter before him, and had examined the power that I proposed to put in the ship, and he agreed, I believe, that the power was going to produce the result. I learned then that he had received instructions from the Secretary to make a contract with me to perform the work. I will say here that with me it was not so much a matter of the money that was in the contract—the \$300,000, or what I could make on it. The point was that I was going to place myself in a position which I was satisfied would enable me to revolutionize the steam Navy of the United States. That was the point at issue with me. When the contract was drawn up, and I looked into the particulars of it, I learned that a large portion of the machinery proper of the *Tennessee*, which I contemplated receiving, had been taken out of the ship two years previous; that is, one-half of all the boilers had been taken out, and the steam-pipe connected with that portion of the boiler. I objected to that, but the Chief of Bureau, Mr. Shock, insisted upon the conditions. I then stated that I would apply to the Secretary for a decision on the question. But, before the thing went much further, in looking over the contract, I found that Mr. Shock had drawn it so as to call for brass tubes in the main boilers of the new engine that was going to be constructed. That condition added at least \$10,000 expense in the construction of the engines. The language of my letter to the Secretary was that the engines should be constructed out of the best material, and the best workmanship performed on them. Iron tubes were the best material known to the merchant marine, and that was what I meant; but the Navy Department construed it differently for a reason of their own; for instance, if a ship was on a foreign station, these iron tubes would be apt to give out, or might give out, and brass tubes would last much longer. Mr. Shock took that view, and decided that it was necessary that those conditions should be in the contract.

I went and spoke to the Secretary about it, but he said that he had nothing to do with that; that those mechanical conditions belonged to the Chief of Bureau. As near as I could calculate, there was a profit of 10 or 12 per cent. to be made in the construction of the engine under the first proposition that I made, but this condition as to the brass tubes reduced it down to less than 5 per cent.

Q. Mr. Shock insisted upon having the brass tubes? A. Yes, sir.

Q. Go on. A. Well, I have constructed engines for the Government developing the same power that was proposed in that case, and I have them in some Government ships now, and an engine to develop the same power cost \$760,000, \$700,000 being the contract price, and the boilers being enlarged at a cost of \$60,000 more, making an aggregate of \$760,000. Now, I do not think there is a responsible man in the United States to-day that will come here and swear that he will develop the power that is necessary to propel a 4,000-ton ship at the speed that I propose to propel her. I do not believe there is a man in the country who will give the guarantees that I have given to produce that result. And now it appears that while I was doing something that I supposed was going to give me greater credit than anything else—something that I was going to be prouder of than of any other act of my life—I am arraigned with the Secretary as a robber!

I never was connected with a transaction in my life that I felt greater pride in than that—to be the first man who suggested the taking of millions of dollars' worth of property that was lying useless in the docks and converting it to some practical use and value to the Government. That was my ambition, and yet I am here arraigned with the Secretary as associated with him in plundering the Government.

Q. Are there any other private workshops in the country that can do that work altogether?—A. No, sir; I have the only works in the United States that can take those engines and give such a

guarantee as I have given to manufacture all the parts of them—every part connected with the finishing of the ship—and complete the whole thing. Mine are the only works left in the United States that can do that.

Q. You mean to say that yours are the only works left in this country that can manufacture such an engine in all its parts?—A. Yes, sir.

Q. If anybody else took that contract, he would have to go to you for some of the work?—A. Yes, sir. There was a person quoted here as undertaking to build those engines—I mean Mr. Murphy. Now, sir, he could no more build those engines with the facilities he has got—he could not begin to do it; he would have to get me to do three-fourths of that work, and if he made the record that has been attributed to him, I do not think he ever saw the plans, and I do not think he knows anything at all about them, for they are plans that are not to be found every day. They are not in the possession of any one but myself. They are not even in the possession of the Department; nor do I intend that they shall be until the term of my contract expires.

Q. Did you take any special pains to look up this subject of compound engines?—A. Yes, sir; I have been investigating the subject carefully for two years. I have in my employ a man who was a graduate with the founder of that engine on the other side, Mr. Elder, and I have been every day in communication with him; and I have even taken the responsibility of making propositions to some of our merchants similar to those that I have made to you. So little was this subject understood in this country a while ago that the Pacific Mail Company of New York contracted for the building of three engines of this type abroad. I say of this type, though not just the same. There are double engines in the *Tennessee*; but the separate engine that I am now constructing for the Pacific Mail Company is almost similar to one of those engines in the *Tennessee*. They could not get a register for their ships here, and they sent abroad and made contracts with Mr. Elder for three 2,500-ton ships; and they made contracts for building the hulls of the vessel here. When I found that out, I went to the company and made a proposition that I would build a ship for them, and put the same class of engines in it, and build it for the same price it is built for at the other side of the water, provided they would pay the duty and transportation of the engine. And I proposed to give them a bond that, unless I produced equal results with those produced by the engines built on the Clyde, I would take the engine out of the ship and pay them the money back. That was my proposition to the Pacific Mail Company, and that is my contract with them. There is not a dollar in it for me; and I did it simply as a matter of pride, because I thought that this country ought not to be in such a condition that men who wanted an engine of this kind had to go out of the country, for want of mechanical ingenuity in this country to construct it. That was the principle at issue, and that was the view I took. I received \$150,000 for this one engine, without the brass propeller or the brass tubes, or any of the duplicate pieces that I give to the Government.

Q. Which is the better contract? A. The contract I made with the Government is far better and cheaper than the one I made with the Pacific Mail Company.

Q. Cheaper for the Government? A. Yes, sir; because, as I said before, my price for the Government job has been reduced by the addition of those brass tubes and the deficiency of the old machinery—the portions that were taken away.

Q. Have you been to any considerable expense in getting your information about these compound engines? A. Yes, sir, considerable. Two years ago I sent a man abroad expressly for that purpose, and Mr. Steers, my associate, went abroad about three months ago and has only just returned. Besides, almost every competent person that I have found going from this country over there, I have made arrangements with, and have helped to pay portions of their expenses for the sake of getting such information as they could procure; and I have also applied to the best engineers coming here in English ships, and I have got detailed drawings made of all their productions. If I had not got all that information, I would not place myself in the position that I have placed myself with the Government—giving them bonds to put machinery that has been heretofore untried in this country, into a ship, and leaving myself liable for \$300,000, when the margin of profit on it is not ten. And that is just the condition I am in.

Q. Have you spent any money to get ready to do this thing besides what you have spent in getting this information—anything for tools or machinery? A. No, sir; our tools are all ample, but our patterns are all new. We have to make all the new patterns, and drawings and models.

Q. Are they expensive? A. Quite so.

Q. In addition to your \$300,000 you get the old machinery of the *Tennessee*? A. I get \$300,000 and the old machinery of the *Tennessee*; that is, such portions of it as remained in the ship.

Q. What is that old machinery worth? A. I have offered it in the market for \$35,000. The largest price that I have been offered for it yet has been \$30,000, and I should have sold it for \$30,000 but for the advance that has taken place in the price of old material within the last three or four weeks. That is the only reason that I did not accept \$30,000 for it. I have offered it for \$35,000 ever since it has been in my possession.

Q. Are you willing to sell it for \$35,000?—A. Yes, sir; I am willing to sell it for \$35,000 now, and if I gain \$5,000 by the advance in the old material of the *Tennessee*, I shall lose \$20,000 by the advance in the price of the material in the new engine.

The Secretary of the Navy also testified in reference to this matter, and we give his evidence upon it:

By Mr. Sargent:

Q. Can you state the circumstances under which that contract was made?—A. Yes, sir. It is very well known that we have quite a good many ships that are inefficient, not because the hulls and ships are not good, but because the machinery that is in them is worth nothing for the purpose for which it is intended; among them is the *Tennessee*, which is a live-oak vessel, built by one of the most experienced and best constructors of the Navy, Mr. Delano, of New York; a fine model and a fine ship, but it has never been good for anything in consequence of her defective machinery; and not only in consequence of her defective machinery, but of her defective boilers, which were so badly constructed that before she had finished her trial-trip they had to be repaired. They had to be repaired before she could be sent on her trip to San Domingo, which was the only trip she ever made. It became very apparent to me that while we had no means—while Congress, in its wisdom, did not give us money to build new ships, and while the white-oak ships of the Navy (the old ships) were wearing out—we must utilize some good ships in some way, or the Navy would fade away. I think I have talked with Mr. Archer, of this Committee, upon the subject; I certainly have with many of the members of the Naval Committee. I therefore made up my mind that the principal thing to do, since I had no money and no authority, to build new ships, was to endeavor to use those good ships which we had by putting proper machinery in them. Just at that time, which was last summer, the question of compound engines attracted my attention. The subject had attracted a good deal of attention abroad, and had been brought to my notice by various people, and principally by the Chief of the Bureau (King), who had spoken a good deal about compound engines, and who obtained, at his own request, permission to go abroad for the purpose of investigating that subject. As he progressed abroad, visiting various manufacturers in Europe, he wrote often to Mr. Shock, (who testified here), who had taken his place as Chief of the Bureau. (I state this because it is said somewhere that I sent Mr. King away for the mere purpose of putting Mr. Shock, who was a tool of mine, at the head of the Bureau.) He wrote to Mr. Shock upon this subject; and finally, when I expected him home, he wrote to me that the field was so extended that he desired to be allowed to remain longer abroad. That being the case, I concluded that we would wait no longer for him to come back. We wrote out and asked him to send specifications and plans for compound engines. Just about that time, or a little before, John Roach came to the Department, and said he had been given a good deal of attention to the subject of compound engines. I believe he said that he had sent a man abroad to study the subject; that he believed that his was the only establishment which had the necessary information and the necessary machinery to build compound engines. He made a proposition to take out the old machinery from several of the ships, mentioning among them the *Dictator*, the *Puritan*, the *Susquehanna*, and the *Tennessee*, and to put in new. I considered the matter. I did not have money enough to go into such an operation as that, and so I thought I would try the experiment with one ship. I asked him to name his price, and the conditions on which he would take out the old machinery and put in compound engines into the *Tennessee*. He made a proposition in writing. The letter is in evidence before the Committee, I believe. After receiving that proposition, I sent to the Bureau of Steam Engineering, and asked them to estimate what it

would cost for the Navy Department, if they did the work themselves, to do what Mr. Roach proposed to do in his letter, on the *Tennessee*. I also asked for an estimate as to the value of the old machinery in the *Tennessee*, as Mr. Roach had offered to put in new compound engines to accomplish certain results, and to guarantee them for, I believe, \$300,000—perhaps his first offer was a little more—and the old machinery. I made this direction so that I could know whether it would be cheaper to do the work ourselves or to let him do it. The Bureau estimated that it would cost from \$275,000 to \$400,000 for the Navy Department to make these engines and put them in. They also estimated that the old boilers and machinery in the *Tennessee* were worth not more than \$55,000; and that, Mr. Roach contended, was a very high estimate for the old machinery.

By Mr. Peters:

Q. That was worth \$55,000 out of the ship? A. Yes; worth \$55,000 out of the ship. Mr. Roach said that was a very high estimate for the old machinery; but even at that estimate it was cheaper than the lowest figure that the Chief of the Bureau had estimated that the Government could do it for, and as I really believed myself, from my experience, that it would cost more, inasmuch as we were not building any engines, and had not been for sometime, in any of the navy-yards, then even his estimate. We began to understand by that time, and it was understood by Mr. Roach, that it was the feeling of the country, which had been expressed in the papers and in Congress, that the Government should, so far as it could be done to its advantage, help to maintain the great ship-building establishments of the country, and keep them from going out of existence. This had its effect upon my own mind; and knowing that Mr. Roach had the only ship-yard in the country that could do this work, I agreed that, if he would guarantee the vessels, I would give him the contract to do this work.

I was influenced in making this bargain, as I have said, first by the desire to try the experiment, which was being tried very extensively and very successfully abroad, of seeing if we could not get engines and machinery in a ship (one of our good ships) that would give her great speed and at the same time would enable her to carry coal enough to cruise, and to give her convenience and room for her officers, her mess, her ordnance, her ammunition, and her supplies. That was an experiment which the Navy Department felt bound to make, if it was going to keep up at all with the progress of the world on the subject of steam-machinery for war vessels.

[The Secretary also testified in regard to the blunders of the Steam-Bureau under Isherwood. This portion of his testimony will be found on our editorial page.]

The committee believe that any one reading the foregoing testimony, which is fully sustained by that of other respectable witnesses, will concur in the conclusions from it already stated by the committee.

By Mr. Archer:

Q. Were not the contracts for the vessels that this machinery was to go into abrogated in consequence of the termination of the war? A. I do not know about that; I only know that we must either pursue the old plan or try a new one. The old plan has been a failure, and we tried a new experiment.

The committee believe that any one reading the foregoing testimony, which is fully sustained by that of other reputable witnesses, will concur in the conclusions from it already stated by the committee.

A question was raised before the committee as to the necessity under the law of advertising for the machinery of the *Tennessee*, and it was shown that the contemporary construction of the law of 1861 was that it did not apply to machinery.

The report concludes with the summing up of the evidence and the conclusion in regard to the Secor Claims, which we shall have to defer until another week for want of space.

COL. W. W. WARDEN, attorney for Mrs. Anna M. Fitzhugh, May 20, filed before the Southern Claims Commission, a demand for \$375,000 for wood and timber taking for supplying the United States Army during the Rebellion from the large estate of Mrs. Fitzhugh in Fairfax County, Virginia, known as "Ravensworth." Among the papers filed is a safeguard in the handwriting of Gen. Winfield Scott, dated June 14, 1861, which reads as follows: "Mrs. A. M. Fitzhugh, of Ravensworth, a lady of great excellence, connected with the family of the father of his country, is with her family, servants, house and property, placed under the safeguard of the Army."

THE Secretary of War, in reply to a request of the Committee on Military Affairs of the House of Representatives for a statement of the number of officers who would be returned to the Army should the bill now before it providing for the restoration to their former positions in the Army of all officers mustered out under the act of July 15, 1870, who had been wounded in the service and brevetted for gallant and meritorious conduct, and to its invitation for an expression of his views upon this bill, states that the law of July 15, 1870, was carried out in strict accordance with its letter and spirit, and any action by Congress, looking to a revocation of its effect, would be seriously detrimental to the interests of the Army. He is therefore opposed to the passage of the bill indicated. To furnish the statement requested would be prejudicial to the interests of the public service, and he regrets, therefore, that a sense of duty compels a declination of the request.

U. S. COAST Survey steamer *A. D. Bache* arrived at New York Harbor, Thursday night, May 23, six days from Key West; on May 28 she steamed up to the Navy-yard, where it is expected she will remain for a short time before proceeding to duty on the New England coast. During the winter the *A. D. Bache* has been making deep sea soundings in the Gulf of Mexico; rendezvousing at Key West, Fla.; some very valuable information was obtained concerning the form of the bottom of the Gulf and of animal life at considerable depths. The following is a list of her officers: Lieutenant-Commander J. A. Howell, Commanding; Lieutenant W. H. Jaques, Executive officer; Lieutenants J. W. Hagenman, E. S. Jacob, R. Rush; Albert Bayles, Engineer, C. S.; W. McMurray, captain's clerk; J. Howell, paymaster's clerk; R. D. Murray, apothecary.

#### LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post-office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington:

#### ARMY.

MAY 24.

Gallagher, James, Colonel.	Rankin, W. G., Colonel.
Harrison, C. H., Captain.	Robinson, H., Colonel.
Hughes, James, Colonel.	Shaw, A. W., Captain.
Morgan, Richard, Colonel.	Uffendell, J., Captain.
Porter, W. K., Captain.	Van Buren, G. M., Colonel.
Wood, Alfred M., General.	

MAY 25.

Carlton, C. A., General.	Inkeby, G. W., Captain.
Gordon, J. B., General.	Lane, G. B., Captain.

## THE NATIONAL GUARD.

THIRTEENTH INFANTRY.—This command assembled on the evening of May 23 at the State Arsenal, Brooklyn, for practice in the ceremonies of review and dress parade. The regiment, under command of Lieutenant-Colonel Briggs, paraded a detail of ten commands of eight files, and the entire evening was consumed in marching in column of fours, review formation, and wheeling into column by company, especial instructions being given by the commanding officer as to the preserving of company distances, alignments, and the general setting up of the men. In our opinion the company officers should have long since attended to the latter, and not compelled the battalion commander to instruct the men in the school of the soldier or even the company. The duties of a battalion commander at drill should be entirely confined to the school of the battalion, the pointing out of errors on the part of companies and company commanders, and the preserving of general steadiness in the battalion.

In our opinion, the instruction and correction of the minor company and individual errors of the rank and file is an open reflection on the company officers. Yet the admission of men into the ranks of a company before they have even acquired the first principles of a soldier, necessitate their instruction at battalion drills in almost every regiment in the National Guard, and, as has often been asserted in these columns, it is one of the chief drawbacks of a battalion drill. Lieutenant-Colonel Briggs is a good officer, understands himself well, and is a careful instructor; he, however, in the absence of two field officers, should have utilized, if only for practice sake, the means at hand during his instructions by detailing one or two of the senior company officers present to act in the capacity of field officers. This he did not do, the adjutant of the regiment being his only assistant during the entire drill. The practice in similar movements was rather monotonous to both the men and spectators, and we could see no very perceptible improvement, for reasons heretofore stated, at the close of the drill. The men were remarkably steady withal, and the improvement in the manual was perhaps one of the marked features of the drill. At the conclusion of the practice, the regiment formed for review and "passage," the reviewing officer constituting an inanimate guidon posted at the point of the review. Our position prevented a proper criticism of the salutes of the officer. We presume, however, from previous practice in this regard, and from former experience, that they were good. The commanding officer during this review assumed the position of an instructor merely. At the close of the review the regiment was reformed for dress parade. This ceremony was very handsomely executed, and the two drummers "beat off" in fine style.

A large assemblage of the lady and gentlemen friends of the regiment was in attendance, ostensibly, it seems, to participate in a "gift enterprise;" but the absence of General Jourdan, the regimental commander, and the objective point of the gifts, tended somewhat to dampen the feelings of all interested. It was a pity to spoil so interesting a feature of the evening parade, for, in addition to the presentation of a complete set of horse equipments, sword, etc., it was expected that the general would, for the first time since his election last winter, greet the regiment as a body. Personal business since his election has prevented his assuming fully the responsibilities of his position during the past winter and on this occasion. A Washington trip to see the President—not about the regiment, we understand—interfered with his attendance. Dr. Carroll, the soldierly and talented chaplain of the regiment, however, was on hand, but instead of performing the pleasing duty of presenting the gifts of the regiment to its commander, addressed the men most happily at the close of the review. Dr. Carroll is not only an eloquent speaker, but one of the liveliest chaplains in the National Guard. In his remarks he informed the regiment that he had made special provisions for it in his new church now being built in Brooklyn. The Thirteenth is working quietly, but very hard, and we trust the question of a new armory will soon be definitely settled.

While the members of the regiment were disappointed on this evening, they had the pleasure at the assembly on Thursday last of presenting their gifts to their respected and greatly admired commander, Major-General Jourdan. The regiment, while waiting for the weather to clear or orders for dismissal, occupied the spare moments by formally presenting the general with the articles heretofore mentioned. The greatest enthusiasm prevailed, and, had the regiment paraded, upward of eighteen files would have followed their gallant leader.

TWENTY-THIRD INFANTRY.—The supervisors of Kings county have at last decided to purchase a site of sixteen lots in the city of Brooklyn for an armory for this command. These lots adjoin the Rink on Clermont avenue, and are bounded on the other sides by Myrtle and Vanderbilt avenues, occupying nearly the square space, or 200 by 175 feet. The location of the purchased grounds is on the "hill," is unexceptionable, and the land has been offered for \$48,000. An outline of the plans for the new armory are in the hands of Colonel Ward, the regimental commander, and will shortly be submitted to a competent architect for revision and completion. The purchase of the Rink at the price offered, \$100,000, has been rejected; the supervisors and regiment considering, apparently, an entirely new armory, erected ac-

cording to the plans of the latter, as far better than a reconstructed building. The new armory will undoubtedly be erected and fitted up handsomely, and will contain those necessary conveniences not always found in buildings rented for armory purposes. One hundred and sixty thousand dollars economically expended, should, in our estimation, give the Twenty-third one of the finest armories in the division, if not the State. The granting of the appropriation in these times may be adjudged as a miracle, therefore every member of the regiment should utilize every means toward filling up the ranks, and at the same time we would suggest that all officers who are not willing to heartily co-operate and work in unison, send in their resignation or be requested to do so without delay. The Twenty-third is now in no condition to allow slugs either in its ranks or among its officers, as only real workers are required to push the regiment to its ranking position in the National Guard.

The new uniforms for the regimental band and drum corps, just completed by Messrs. Devlin & Co., are undoubtedly the handsomest ever worn by the musical fraternity of the National Guard. The band uniform is a single-breasted uniform dress coat, of dark blue cloth, three rows of buttons in front, trimmed on breast with gold braid; collar, cuffs, and skirt, edges of scarlet cloth, gold braid on the collar, and Austrian knot of same on sleeves; slashes on skirt of scarlet cloth edged with gold braid, and gold bugles at bottom of skirt. The trousers are of gray cloth, stripe of scarlet cloth at side, edged with narrow gold braid. The hat is dark blue, of full-dress pattern, and the body-belts, cross-belts, and sheet music pouch are of white enamelled leather. The equipments, furnished by Mr. J. C. F. Deeken as well as the uniforms, are very elegant, and the whole cost somewhere near \$3,000. The band has long needed a new uniform, but by the delay we don't think Messrs. Papst and Connero, its well-known leaders, will complain, and we are sure the good-natured musicians are well satisfied with their new "clots," and will hereafter continue their sweet strains with renewed vigor. The new uniforms of the drum corps, made and equipped by the same firm, consist of a long body gray cloth frock-coat, with scarlet trimmings on breast; scarlet collar, cuffs, and slashes with Austrian knot of same on sleeve. The trousers are of gray cloth with scarlet at side.

THIRTY-SECOND INFANTRY.—This command has adopted a very neat full-dress uniform of gray cloth with gold and blue trimmings, and it will undoubtedly show to great advantage when the recently adopted new helmets are completed. These latter are similar in pattern to those now worn by the Fifth regiment, but, if anything, are superior. There was some little dissension among the members relative to the adoption of the helmet in preference to the chapeau, especially among the companies of the right wing, the vote standing 40 to 61 in favor of the helmet. The left wing, however, decided in favor of the helmet by an almost unanimous vote. Now that this command has adopted a full-dress uniform, and one so attractive to its German friends, we have no doubt the regiment will soon show by increased membership the good results thereof. On Tuesday evening the left wing of the regiment assembled at the armory for battalion drill, Colonel Roehr in command. In regard to the drill we can only repeat what we have heretofore assumed in these columns, and that is that the company commanders must give more time and attention to the school of the company, or else the regiment need never look for anything like perfection at battalion drills. Colonel Roehr's energy in the regiment is having its effect, and only shows conclusively what may be done by the company officers if they will infuse a similar spirit in their movements.

FOURTY-SEVENTH INFANTRY.—Drills of this command have been ordered for the 11th and 19th of June. The Howitzer battery of the Eleventh brigade will drill in connection with the Forty-seventh regiment. The first drill will be held in the armory for instruction; the second will be an out-door drill and parade. At both drills the commands will be maneuvered exclusively in the street firing drill of Colonel Austen. The colonel has made special application to Albany to be supplied with breech-loaders, and it is to be hoped that the department will grant the request. Much of the success of the drill will depend upon rapid firing, which will be found difficult with the old Springfield. The transfers of some four or five members of Company I to Company K, of this regiment, have been approved by the colonel; these men have been for some time past a detriment to the interests of Company I. Already Company I, through the energetic efforts of its officers, Captain Averell, Lieutenants Creamer and Foster, some ten new members have been secured, and there is now every chance, with the erection of the much needed armory at Greenpoint, of Company I again taking its stand among the best companies of the regiment.

It is rumored that Captain Averell intends to invite the company to his country seat to spend a few days. Major Bush concluded his court-martial May 27. Company E, Captain Lamb, has recruited largely during the past year, and from what we know of his energy we do not think his efforts will relax, even after he gets married—at least we trust not.

A WITHDRAWAL OF A COMPETITIVE CHALLENGE.—In December last we commented in these columns strongly upon the folly of companies of the National Guard issuing challenges for competitive drills, and the system adopted by many organizations in and out of the National Guard of issuing challenges, and declaring themselves champions of the State or country, for instance, if said challenges were not

accepted within a certain limited time. In our comments last December we referred particularly to a challenge issued by the commandant of Norwich University Cadets at Northfield, Vermont, which challenge was issued under peculiar circumstances, the cadets having been refused permission to drill in company competition for the championship of a Vermont regiment. It appears that the State troops—and very naturally too—considered their chances slim if the cadets were allowed to compete, so they were unwilling that Company F or the University cadets should enter. On the strength of this the challenge was issued by the commandant of the Cadets, which incorporated in detail the reason of the issue, and concluded by stating that the Cadets would hold themselves in readiness to drill any company or section of the State militia of Vermont at the next annual muster, upon the camp ground of the Second regiment Vermont Militia, or upon their own parade ground at the University, at any time between the dates of June 21 and September 30, the acceptance of the challenge to be forwarded at least two months before the competition.

We have not ascertained whether any of the companies of the Vermont Militia accepted this challenge, but presume they did not as we have received a letter of withdrawal from Captain Charles A. Curtis, U. S. Army, the commandant of the Cadets, which we append.

HEADQUARTERS NORWICH UNIVERSITY CORPS  
OF CADETS, OFFICE OF THE COMMANDANT,  
NORTHFIELD, VT., May 27, 1872.

To the Company Commanders of the Vermont Volunteer Militia.

GENTLEMEN: At the request of the president of the University, based upon the following excellent reasons, I hereby withdraw the challenge published by me last fall in relation to the State championship, and which up to date has received no response:

1. The challenge is altogether needless so far as regards the right training of our cadets. They certainly need nothing of the kind to improve and elevate in their eyes or the eyes of their parents and guardians the Department of Military Science as it is and has been hitherto conducted in this University.

2. The issues at stake are altogether unequal. This contest would practically rest the well known established reputation of the University upon the hazards of a mere trial of dexterity and precision in company drill. Success in such a contest adds nothing to the laurels of the University, nor effectually defeats the adversary. Defeat, in the public view, will almost inevitably involve and affect (most unjustly) the whole institution in all her departments, literary, scientific, and military.

3. The challenge also conflicts with the proper duties and views of the University. Parents intrust their sons to us for their literary and scientific education under military surroundings. We engage to maintain such and such a relation to their sons, and to conduct them through such and such a course. Everything which, like this, interferes to divert us from our principal and pledged object, and which involves extra time, excitement, expense, and interference with other duties and drills, is a distraction to us and our pupils which should not be.

The N. U. Corps of Cadets, therefore, ceases from this date to be a contestant for regimental or brigade championship. Very respectfully,

CHAS. A. CURTIS, Captain U. S. Army, Commandant.

Comment on our part is perhaps unnecessary after these sound reasons. We therefore, while admiring the pluck of the cadets and their commandant, and commiserating them on the unfortunate necessity of retiring from their challenge, we must admit the wise judgment of the president of the University. Let us trust that the cadets will never "do so any more." At the same time we wish them success in their pursuit of military acquirements, which, under such competent direction, ought not in the future, as it has not been in the past, be unsuccessful.

NINTH INFANTRY.—The election for colonel in this command, ordered for May 29, has been postponed until the evening of June 4. This makes the third postponement, and we trust next week the officers will have definitely settled upon some suitable person to fill the vacant office. The excuse offered this time was the departure of a delegation of the officers for Brattleboro, Vt., for the purpose of decorating the grave of the regiment's late commander. It seems the officers have at last very wisely settled upon one of two candidates—Lieutenant-Colonel Braine, the present officer commanding, and General Wilcox, the former regimental commandant. Either of these gentlemen is amply qualified, as their past record in the regiment has given practical evidence. Neither, however, if we understand correctly, have sought the position; the former having at one time been elected to the command, and afterward, yielding to the pressure of regimental opinion, and declining in favor of a civil commander of wealth and notoriety.

On Monday evening the veterans of the Ninth celebrated their first anniversary by a banquet given at the Metropolitan Hotel. The occasion was most happy, the arrangements complete, and the number of banqueters at least fifty, all of whom, with but a few exceptions, were men and officers who had served through the war in the gallant ranks of the "old Ninth." Let us here state in passing, that few regiments of the National Guard deserve better recognition for its past deeds than the old Ninth, and few regiments should feel more proud of their record, not only as a militia regiment, but as a volunteer regiment in the late war. The regiment has well preserved its organization, and its veteran corps should, if possible, prevent deterioration in the ranks of the regiment, and by its aid elevate it to the standard held prior to and during the war. The selection of civilian commanders will never do this, and the Ninth has lost much of its heretofore excellent reputation by this false step.

General Hendrickson, the president of the association, occupied the chair at the head of the banquet board, and, after the viands had received full attention, addressed the members in a few telling words, and, in conclusion, offered the first regular toast, "The President of the United States," to which Colonel Allen Rutherford responded. The second toast, "Army and Navy," received the brief attention of Colonel Morrison, and the "Ninth Regiment" that of Major Hitchcock. The fourth toast, "Veterans of the Ninth," was responded to by Major Strong, after which the toast to "The Dead of the Ninth" was pledged in silence. With peculiar ill taste "Top" Thompson, on call, followed with the song "Somebody's Been There Before," after which Colonel Van Buren responded to the toast of "Former Comrades of the Ninth." Dr. Nordquist, the former surgeon of the Ninth when in the field, then responded to the toast, "The Medical Staff of the old Ninth." The veteran surgeon was most happily received, and seemed a great favorite among the "boys." This closed the list of regular toasts. Volunteer toasts, however, were given. "The Day We Celebrate," was responded to by General Hendrickson; "Woman," by Adjutant Allien; and the "Press," by Mr. Armstrong, of the Brooklyn E. D. Times. Adjutant Allien then sung "Broken Down," after which Major Davis, Captain Blaney, Colonel Van Wagner, and many others, made happy addresses, soon after which the pleasant reunion closed.

DECORATION DAY.—The unpleasantness of the weather on Thursday last of course affected the beautiful ceremonies of decorating the graves of the fallen soldiers of the late war. The northeast storm which commenced at an early hour of the day rendered it very disagreeable for the visit to distant cemeteries, and the programme arranged under the supervision of the different commanderies of the Grand Army of the Republic and other veteran associations was therefore necessarily incompletely carried out. The parade of the First and Second divisions for review by the Governor was also "postponed on account of the weather," General Orders No. 6, issued early in the day from First division headquarters, announcing the postponement as "indefinite." This was a sad blow to the bright anticipations of our National Guardsmen who assembled at an early hour at the different organization headquarters, in full gala uniforms. In many respects the postponement was fortunate, and we trust indefinite means entire abandonment of the farcical review proposed. The cost of a parade like this is many thousand dollars, all of which comes solely upon the members of the State service, and the amount lost even by the postponement is almost beyond computing.

VARIOUS ITEMS.—The Jackson Corps, of Albany, N. Y., contemplate a visit to Baltimore, on the occasion of the Democratic National Convention, as an escort to the New York delegation.... According to the "armory account" of the city of Brooklyn for 1871, the supervisors spent \$163,667 for armory improvements; \$94,507 for the building of Kings county armory, occupied by the Thirty-second and Twenty-eighth regiments, several batteries and troops; and \$36,664 for armory and armorers' expenses—making a total of \$294,538 expended for the Second division. Considering the general inferior accommodations provided for the regiments of the Second division, the expenditure of nearly \$300,000 for armories, etc., occurs to us rather steep. The rents of armories we know to be excessively moderate as compared with those of the First division; and at present the Forty-seventh and the Kings county armories are the only buildings adequate in size, or otherwise suitable for the different organizations of the Second division. The appropriation for 1872, for armories, etc., by the New York supervisors was \$500,000. How will this compare with the expenditures of Brooklyn, where the rents are so much cheaper and the force so much smaller?....Company K, Twenty-third regiment, Captain Lyon, assembled at Fort Greene, Brooklyn, in full-dress uniform, on Thursday evening week for drill. The company after a short drill made a parade on the "Hill."....The Board of Officers for the revision of the Army regulations have recommended the adoption of the system of sword exercise prepared by Captain Matthew J. O'Rourke, and the Secretary of War has consequently selected that system for use and instruction. Many officers of the National Guard are perhaps familiar with this system, although the majority show about as much grace or knowledge in handling their sabres as a raw recruit in handling a musket. The ridiculous style of holding or saluting with the sword, as practiced by not a few officers, renders it necessary that some competent member of the regiment should be detailed as instructor, to devote a certain portion of the drill season to the manual of the sword, as adopted. By this means we may at least secure uniformity.....A number of the members of the late Third regiment (Infantry) New York Volunteers recently held a meeting at the office of General Isaac S. Catlin, Brooklyn, E. D., at which it was proposed to form an organization of all the surviving members of that regiment, and resolved, if practicable, to ascertain the views of all concerned in relation thereto. The organization is to be social in its general character, and similar to other volunteer veterans associations. Communications for information may be addressed to Major Fred. J. Karcher, Williamsburgh, N. Y. Messrs. John G. Fay, Aug. D. Limberger, H. L. Jewett, Patrick Hays, Frederick C. Baker, compose the committee.....The following appointments and promotion upon the staff of Major-General Woodward, commanding Second division, are

announced: Colonel Henry L. Cranford, engineer, vice Geo. C. Hall, deceased; Major Wm. H. H. Beebe, aide-de-camp, vice Henry L. Cranford, promoted.....The General Catlin Social Association, named in honor of Brevet Major-General and Colonel Isaac S. Catlin, U. S. Army (retired), will spend a happy day in July by dancing and playing "Copenhagen" beyond "Dutchtown".....Professor Frederick Schneider, of Brooklyn, N. Y., is preparing a march for the Thirty-second.....Ex-Adjutant J. H. Behrens, late of the Eleventh Infantry, left for Europe on Saturday last in the steamer Main. A large number of his friends were present to wish him *bon voyage*, among whom were General Boehm, Adjutant Murphy, Lieutenant Mandeville, and many others of the National Guard and Regular service. The adjutant was famous as one of the most capable chiefs of the National Guard, and a "good fellow" with.....Aside from the excitement of the postponed review, and the excursion and encampment *furore* in a few of the regiments of the First division, there is positively nothing new in National Guard military matters. Several interesting items, however, in consequence of our crowded space, have, like the parade, been "indefinitely postponed.".....Company F, Fifty-fifth Infantry, Captain Boehmer, on Wednesday had a happy time at Sultz's East River Park. Captain Boehmer and his "merry man" understand these festive gatherings perfectly.

#### OUT-OF-TOWN-ITEMS.

CONNECTICUT.—About a year ago this State reorganized its National Guard, disbanding several of its organizations and forming others on a stronger basis and more reliable system. The result of this change has been most beneficial in every way, and has gone far toward placing this State National Guard among the foremost of the country. The population of Connecticut is about 600,000, and it has one of the best organized, uniformed, and equipped National Guard for its size in the United States, as the recent May parade in New Haven amply showed. The National Guard is organized as one brigade, comprising four regiments of infantry and one light artillery battery, cavalry very wisely being considered useless in the National Guard. This brigade numbers about 2,500 men, and the organizations which compose it are all generally in good condition, strength, drill, and discipline, as any National Guard should be that receives so liberal a support from the State and people. For the support of this force 34,000 persons are assessed \$2 each, and this tax is actually collected in Connecticut. The enrolment of those liable to pay commutation this year is largely in excess of any previous years, and will, it is thought, result in yielding more than enough for the expense of the National Guard, outside of uniforming.

Adjutant-General Merwin, in his recent report, gives some interesting details of the condition of the State National Guard and the new *regime*, a perusal of which may show some of our State governments how well and easily a militia can be organized and supported. In concluding his very admirable report he says:

It gives me pleasure to say that Connecticut can justly boast of the best organized, armed, and equipped militia force of any State in the Union. If any branch of our Government needs encouragement, if any one more than another needs support by popular sentiment, it is the military arm. Too many are apt to look upon it simply as a social body, banded together for social enjoyment. That nearly all organizations are formed for duty or pleasure is true; and were there no pleasure connected with the service of the National Guard, it is evident the young men who compose it would not take the deep interest in it that they now do. Those who remember our militia of twenty years ago, and have watched its progress, must feel a just pride when they behold a company or regiment to-day and contrast it with those of former years.

It needs no words of mine to convince the intelligent people of our State of the importance of a small, well organized National Guard. To those who are so blind that the cost of maintaining this branch of our Government seems a waste of public money, I will only refer them to the scenes that have been enacted in our sister States, New York and Pennsylvania, the past year, when the civil arm of the law became powerless against lawless mobs, and the true militiamen came forth and laid down their lives to protect the lives and property of their fellow citizens. The scenes in the city of New York in July last are stronger arguments for us to uphold and encourage our young men in the discharge of military duty than any words of the most able writer.

#### ANSWERS TO CORRESPONDENTS.

DISAPPOINTED.—Section 1, chapter 245, Laws of 1871, was repealed May 4, 1872, and was published erroneously in the circular issued from Second division headquarters. The new clause in the law, a copy of which we have not as yet seen, we think frees you from jury duty, but does not allow a reduction of taxes unless you re-enlist.

WE have official information from Boston that the Imperial Army Band of Prussia, the band of the Garde Républicaine of Paris, one of the famous Guards' Bands of London, the Royal Irish Constabulary band, and Johann Strauss with his orchestra from Vienna, are all on the way to Boston to take part in the Gilmore Jubilee.

SOLDIERS who are entitled to \$100 bounty are informed that such claims are settled by Hon. E. B. French, Second Auditor, Treasury Department, Washington, to whom all letters relating to bounty should be addressed.

## FOREIGN ITEMS.

THE British Army contains 117,701 Englishmen, 15,890 Scotchmen, and 44,092 Irish.

THE German Government has determined to introduce the musket system of the musket manufacturer Mauser, of Würtemberg.

THE British are arms producers in no small way, as the monthly returns of the small arms trade at Birmingham proves. In April the value of the arms made was £39,000, and of ammunition, not including gunpowder, £105,000. In 1871 about five times this value of arms was made.

NEW rules for the picketing of cavalry horses have been promulgated in the British service. Chain reins will no longer be classed as equipment. Instead of the chain rein a rope of white cotton, for use as a halter will be supplied. A similar rope will also be issued as a forage-cord, or as a heel-rope, in order that every mounted officer and man may have two such ropes always in his possession as equipment.

GENERAL UHRICH, who was so severely censured by the commission on capitulations in their report on the surrender of Strasburg, has been retired from active service in the army. In the debate in the French Assembly on the Army bill, General Trochu, in a vigorous speech, charged the Bonapartes with corrupting the army, and was greeted with applause from all parts of the Chamber.

MARSHAL BAZAINE received on May 9, the order which he was then expecting from the Government to surrender himself. A colonel, with a company of one hundred dragoons, was sent to escort him to Versailles, where he arrived late at night. No one was to be allowed to see him during the following eight days. Public feeling was greatly excited by the news of his arrest. Of the numerous friends he used to reckon in Paris, only six have had the courage to call upon him.

THE official Gazette of Strasburg confirms the news," says the *Constitutionnel*, "that the military engineers are opposed to the construction of new fixed bridges to unite Alsace and the Grand Duchy of Baden. In consequence, the authorities of the annexed provinces and of the Grand Duchy of Baden have decided on simply establishing eight bridges of boats, four at the cost of Alsace, and the others to be paid for by the Duchy." They do not desire to expunge their "silver streak."

HENRI ROCHEFORT sailed from France for New Caledonia May 24, together with several other persons who have been convicted of participation in the communist revolt. The Paris journals of May 23 generally agree in the expression of the opinion that the recent debates in the Assembly have inflicted a crushing blow to the hopes of the friends of the Empire. It is understood that the party of the left in the Assembly, will, after the close of the impending trial of Marshal Bazaine, demand the impeachment of the members of the last Ministry under the Empire.

The Emperor Napoleon, in a letter dated Chiselhurst,

May 12, and addressed to the generals and commanders of the French army, makes the following acknowledgment: "I am responsible for Sedan. The Army fought heroically with an enemy double its strength. After 14,000 had been killed or wounded, I saw the contest was merely one of desperation. The army's honor having been saved, I exercised my sovereign right, and unfurled the flag of truce. It was impossible that the immolation of 60,000 men could save France. I obeyed a cruel, inexorable necessity. My heart was broken, but my conscience was clear."

PENDING the supply of modern gunnery appliances to the *Excellent*, one of the staff officers has been sent to Woolwich for a fortnight's study of the artillery and stores in use. *Broad Arrow* commends his attention to the Cemetery of Suicides opposite the Royal Gun Factories office; and to the returned old shot shed, for most valuable information as to principles of rifling, and as to the actual effect of the French system of rifling upon British guns and projectiles. He will thus learn the true explanation of those "puffing" noises and "waltzing" performances in the air, which, from their frequency, cease to astonish naval officers.

*Broad Arrow* understands that the Admiralty have it under consideration to test the endurance of a 25-ton gun, as mounted in the *Monarch*, *Glatton*, and *Hotspur*, by rapid continuous firing, such as usually occurs in a naval engagement or bombardment. The 25-ton gun is officially limited to 100 discharges with a reduced charge of 85 lbs. of powder, miscalled a "battering" charge. These being fired with intervals of days, weeks, or months between every few rounds suffice to endanger the life of the gun; but if the same number of rounds were fired in one day's continuous practice, the effect would be still more injurious. As this continuous fire is what naval guns are wanted for, and the disabling of one gun would disarm the *Hotspur*, or that of two guns the *Glatton*, it is of some importance that a 25-ton gun should be so tested in times of peace, when a failure would be of comparatively small consequence.

THE German account of the forces used in the late war is as follows: The total of the German force August 1, 1870 (including both stationary and movable troops), consisted of 1,183,389 men and 250,373 horses. After the losses of August and of the first week of September this force was reduced to 1,163,518 men; but the reduction in the total number did not affect the number of troops in the field, which was indeed increased from 780,723 to 813,280. From that time the movable army went on increasing from month to month, and reached its greatest strength in February, when it consisted of 936,915 men out of a total force of 1,350,787. This force began to grow smaller in March, after which it rapidly declined, until, in June, the movable troops consisted of 502,815 men only out of a total strength of 869,207. The greatest number of sick and wounded in the movable army occurred in the months of November and December, when it amounted to 83,430 and 84,272 respectively, being a little more than 10 per cent. of the entire force. In

September there were only 61,115 sick and wounded, and in March 56,809, or 6.13 per cent. The proportion of sick in the various contingents was pretty equal, except in that of Hesse, where it was considerably higher than in the other corps.

*Broad Arrow* asks: How have inventors been rewarded in those cases in which the Government has been directly concerned hitherto? and answers as follows: Captain Moncrieff, for an invention in gun-carriages which has not yet been utilized, got £12,600 in cash and an appointment of £1,000 a year, besides a sum of £5,000 to be paid as a bonus when he retires. Nothing could be more liberal and handsome, surely! But, if you are not a Pharisee and prefer to pass by on the other side, look at poor Chalmers, who for his compound backing got nothing but rebuffs until he was carried to his last resting place and could be buffeted no more. Lawrence, one of the earliest and ablest of our artillerists, died—for such things do happen in spite of the opinion of Captain Marryat and the story of Emmet's bride—of a broken heart. Snider, the details of whose case the public can hardly yet have forgotten, lingered on in hopeless despair of any recompence whatever, until the leading journal took up his case—unfortunately too late to reanimate the expiring flame—and eventually all that his family received out of his broken fortunes was about a thousand pounds. Sir William Armstrong, the great opponent of patent right, has, if we mistake not, received upwards of £10,000 to cover the expenses connected with his small breechloader, and we believe £2,000 a-year besides his title, but his case, like that of Captain Moncrieff, is exceptional, and the question at issue concerns inventors at large. For the fish torpedo the Government has paid the lucky claimant at least £10,000 of the public money, if not £5,000 more, mysteriously eliminated from the votes in a way we do not quite understand (since the sum does not appear in the estimates), while Captain Harvey, for the only torpedo really available in ocean warfare, has received £1,000 in the shape of reward, and an additional £500 for expenses.

FACTS FOR THE LADIES.—Mrs. H. F. Taylor, Brasher Falls, N. Y., has used a Wheeler & Wilson Lock-Stitch Machine since 1858 in dress-making and family-sewing, without any repairs and has broken but two needles in 13 years. See the new Improvements and Woods' Lock-Stitch Ripper.

## MARRIED.

Announcements of Marriages should be paid for at the rate of fifty cents each.]

HINMAN—HAYNES.—In Flushing, L. I., on Wednesday, May 22, by the Rev. Dr. J. Carpenter Smith, FREDERICK G. HINMAN, Corps of Engineers, U. S. A., to Miss ANNA HAYNES, of the former place. (No cards.)

JONES—WHITELEY.—On Thursday evening, May 16, 1872, at Allegheny Arsenal, the residence of the bride's parents, by Rev. R. Lea, LEONARD E. JONES, to VALENTINA M., daughter of General E. H. K. Whiteley, U. S. A.

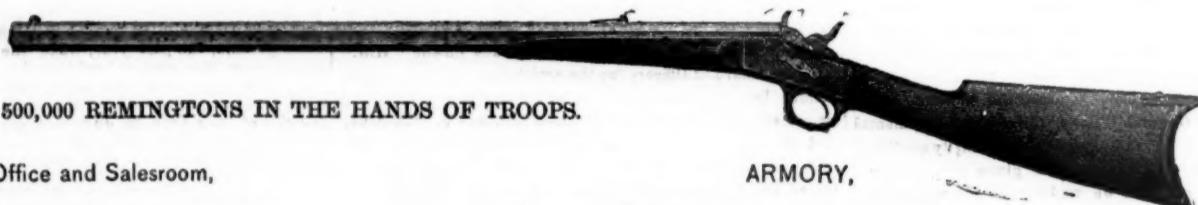
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OFFICE OF A. C. S.,  
WILLET'S POINT, N. Y. H., May 10, 1872.

**SEALED PROPOSALS**, in duplicate, will be received at this office until 11 A. M., June 10, 1872, for furnishing the FRESH BEEF required by the Subsistence Department, U. S. A., for officers and men at this station during six months, commencing July 1, 1872. Information as to conditions, payments, etc., can be obtained by application to CHAS. E. L. B. DAVIS,

First Lieutenant Corps of Engineers, A. C. S.

**SALE OF CONDEMNED ORDNANCE  
AND ORDNANCE STORES.**

OFFICE OF U. S. ORDNANCE AGENCY,  
Cor. Houston and Greene Sts. (entrance on  
Greene St.), NEW YORK CITY, May 28, 1872.

P. O. Box, 1,811.

**SEALED PROPOSALS**, in duplicate, will be received at this office until June 26, 1872, at 12 o'clock M., for the purchase of Condemned Cannon, Shot, Shell, Wrought Iron Gun Carriages, and Scrap Cast, and Wrought Iron from Gun Carriages, all of which are located at Governor's Island, Forts Lafayette and Gibson, New York Harbor, and Allegheny Arsenal, Pittsburgh, Pa.

This sale contemplates the disposition of the following at:

GOVERNOR'S ISLAND, N. Y. H.:

33 Cast Iron Cannon and Howitzers, weighing from 100 to 900 pounds each.  
42 Cast Iron Cannon and Howitzers, weighing from 900 to 4,000 pounds each.  
171 Cast Iron Cannon and Mortars, weighing from 4,000 to 7,000 pounds each.  
54 Cast Iron Cannon, weighing from 7,000 to 10,000 pounds each.  
37 Cast Iron Cannon, weighing from 10,000 to 15,000 pounds each.  
5 Cast Iron Cannon, with Wrought Iron Bands, weighing about 1,700 pounds each.  
37 Cast Iron Cannon, with Wrought Iron Bands, weighing about 11,200 pounds each.  
10 Steel Cannon weighing from 700 to 1,800 pounds each.  
633,324 pounds (estimated) Cast Iron Projectiles, 100,000 pounds (more or less) Bronze Cannon.

At FORT LAFAYETTE, N. Y. H.:  
12 Cast Iron Cannon, weighing about 7,200 pounds each.  
10 Cast Iron Cannon, with wrought Iron Bands, weighing about 9,800 pounds each.  
20 Wrought Iron Gun Carriages and Chassis weighing about 5,000 pound each.  
1,200 pounds (estimated) Cast Iron Projectiles.

At FORT GIBSON, N. Y. H.:  
10 Cast Iron Cannon, weighing about 7,200 pounds each.  
2 Cast Iron Howitzers, weighing about 5,700 pounds each.  
10,000 pounds (estimated) Scrap Cast and Wrought Iron from Gun Carriages.

At ALLEGHENY ARSENAL, Pittsburgh, Pa.: About 25,000 pounds Bronze Cannon.

Further information can be had on application at this office or at the Ordnance Office, Washington, D. C.

Terms cash. Ten per cent. at the time of award and the remainder when the property is delivered. Thirty days will be allowed for the removal of the stores, which will be delivered by the Government on the wharves at the respective posts. Cannon, if sold as scrap, will be delivered, optional with the Department, with or without trunnions. The Ordnance Department reserves the right to reject all bids which are not deemed sufficient or satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department.

Proposals will be addressed to U. S. Ordnance Agency, N. Y., endorsed "Proposals for Purchasing Condemned Ordnance and Ordnance Stores."

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SURGEON-GENERAL'S OFFICE,  
WASHINGTON, D. C., May 3, 1860.

Dr. E. P. Banning, New York,  
Sir: I am instructed to acknowledge receipt of your communication of the 26th ult., and to state that the Medical Purveyor of New York will be directed to supply your Trusses on special requisition.

By order of the Surgeon-General.

Respectfully, your obedient servant,

W. C. SPENCER, Asst' Surgeon U. S. A.

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OFFICE OF THE A. A. C. S.,  
WEST POINT, N. Y., May 18, 1872.

PROPOSALS in duplicate will be received until 12 m., on the 18th day of June, 1872, for all the FRESH BEEF and MUTTON required by the Subsistence Department at this port, for six months commencing July 1, 1872.

Information and conditions obtained of  
TULLY McCREA,  
Captain First U. S. Artillery, A. A. C. S.

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